

WINE AND SPIRIT MERCHANTS
CHAZALON & CO.
MAKERS AND FRENCH PRESERVES IMPORTERS
4, QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

St. GEORGE'S BUILDING
DISS BROS.
Tailors.

No. 13,489

號九廿月六年六零百九千一英

HONGKONG, FRIDAY, JUNE 29, 1906.

日八初月五年午丙

PRICE, \$3.00 Per Month

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU

AND THE CELEBRATED
KULMBACHER BIER.

Per Case of 6 doz. pils...\$18.00.
Per Case of 4 doz. qts...\$18.00.

MACWEN, FRICKEL & CO.,
1815 S. DUBBEL STREET.

Intimations.

NOTICE.

TO OUR
PEAK SUBSCRIBERS.

WE are now delivering the 'CHINA MAIL' to our Peak Subscribers at their residences, including MAGAZINE G.P. Subscribers are requested to notify us promptly of any irregularity that may occur.

Hongkong, June 14, 1906. 1210

NOTICE.

THE HONGKONG & CHINA GAS CO., beg to notify the public that—
(a) No subsidiary Chinese or Japanese coins can be accepted in payment of accounts due to the Company, and
(b) Hongkong coins can only be accepted in amounts of \$2 or under.

GEORGE CURRY,
Local Secretary.
Hongkong, June 27, 1906. 1294

SITUATION WANTED.

GERMAN, 27 years, 19 years experience in Europe and the Far East. Thorough knowledge of Import, Export, Insurance, Shipping. Open for immediate engagement. Speaks German, English and French fluently.

Apply to
Care of 'CHINA MAIL' Office.
Hongkong, June 28, 1906. 1291

WANTED SHORTLY.

A N English ASSISTANT TEACHER for the Diocesan Boys' School. Apply to

THE HEAD MASTER.
Hongkong, June 23, 1906. 1282

'THE CITOPHONE.'

A HOUSE TELEPHONE.
CAN be fitted to existing Electric Bells. No Extra fittings needed. As clear and distinct as an ordinary telephone. Best Telephone for PRIVATE HOUSES, HOTELS, BOARDING HOUSES, OFFICES, Etc., etc., etc. Price very moderate. Can be inspected at the Office of the Sole Agents:

LUTGENS, EINSTAMANN & CO.,
No. 2, PEDDER STREET.
Hongkong, February 5, 1906. 1280

NEW FILMS

Just Arrived.

DEVELOPING AND PRINTING.

MEE CHEUNG, Photographer, etc.
Hongkong, June 7, 1906. 1287

FOR CANTON.

THE new and fast Twin-Screw Steamer **'SAN CHEUNG'**, 461 Tons, Captain J. McCreery, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, Electric Light, and perfect cuisine. What at Hongkong near Harbour Office.

First-class Fare \$5 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.,
No. 138, Connaught Road Central. 700

HONGKONG-MACAO LINE.

S. S. 'WING CHAI',
CAPTAIN I. AUGUST, R.N.R.

THIS Steamer departs from Hongkong on WEEK DAYS at 7.30 A.M., and on SUNDAY MORNINGS at 7.30 A.M., and return from Macao on Week Days at 2.30 P.M., and on Sundays at 2.30 P.M. Fares—Week Day 1st Class, including cabin and servant, Single \$3. Return Ticket \$5. 2nd class \$1, 3rd class 50 Cents.

On and after SUNDAY, the 29th Inst., (inclusive) the Sunday Fares will be—
1st Class Single \$1.00, with Cabin \$2.00.
1st Class Return \$2.00, with Cabin \$3.00.
2nd Class Single, 40 Cents; Return 60 Cents.
Storage 20 Cents each trip.

Any Meals can be supplied on Board at a charge of \$1.00 per Meal.
First-class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler Cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day. The Ship is lit throughout by Electricity.

The Steamer's Wharf at Hongkong is the Western end of Wing Lok Street.
HAM WANG COY.
81, Queen's Road Central.
Hongkong, June 22, 1906. 1064

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

S.S. HONAM, 2,385 tons, Captain H. D. Jones.
S.S. POWAN, 2,338 tons, Captain W. A. Valentine.
S.S. FAISHAN, 2,360 tons, Captain R. D. Thomas.
S.S. HANKOW, 3,073 tons, Captain C. V. Lloyd.
S.S. KINSHAN, 1,969 tons, Captain J. J. Lockhart.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

S.S. HEUNGSHAN, 1,968 tons, Captain J. F. Morrison, R.N.R.
Departures from Hongkong to Macao on week days at 2 p.m., except when otherwise notified by Express. Sunday Special Excursions leaving Hongkong at 10 a.m., and a second departure about 8 p.m.
NOTE—During the Summer Months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Timetable.
Departures from Macao to Hongkong on week days at 8 a.m. On Saturdays a second departure about 7 p.m. On Sundays about 4 p.m.

Canton-Macao Line.

S.S. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE YUO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

S.S. SAINAM, 588 tons, Captain J. Wilcox.
S.S. NANNING, 589 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation, and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
HOTEL MANSIONS, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

CANADA ACCIDENT ASSURANCE COMPANY.

HEAD OFFICE, MONTREAL.
THIS Company issues the most Liberal and Clear Policy ever offered in East and SMALL-POX Covered. Policies written HERE, in any Currency.
HONGKONG OFFICE: 14, DES VŒUX ROAD CENTRAL.
GRANT AND LESLIE,
General Agents for China.
Hongkong, April 31, 1906. 692

N. LAZARUS, OPTICIAN.
No. 5, PEDDER STREET.
(Under Hongkong Hotel).
SIGHT TESTED FREE. LENSES GRIND. REPAIRS A SPECIALITY. 179

'JANUS'
LIFE AND ANNUITY INSURANCE CO.,
HAMBURG.
ESTABLISHED 1848.

ASSETS PER 31st DECEMBER, 1904.
Mks. \$3,400,000—equal to £2,600,000.

THE UNDERSIGNED, having been appointed GENERAL AGENTS of the above Company for Hongkong and China, are prepared to accept LIFE AND ANNUITY INSURANCES, as well as to issue ACCIDENT POLICIES at the most liberal terms ever offered in the East.

SIEMSEN & CO.

NOTICE.

LANDING upon the Property of THE HONGKONG MILLING COMPANY, LIMITED, at JUNE BAY, is prohibited from this date without written authority from the Undersigned.

The portion of the Western Shore of Junk Bay covered by this Notice, extends for about two miles from a large marked 5.0 yards or thereabouts South of the Mill Buildings in a Northerly direction to the stream near the village, marked CHAN JI on Chart No. 2278.

A. H. RENNIE & CO.,
Hongkong, June 2, 1906. 1184

JAPANESE CEDAR WOOD FRAME MAKER.

JAPANESE CURIOS.

FUJIYAMA & CO.,
No. 9, D'ARAGUE ST.

Hongkong, June 2, 1906. 1181

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.

LATEST IMPROVEMENTS INCLUDING PORCELAIN FILLINGS.

HOTEL MANSIONS, PEDDER STREET
Hongkong, June 1, 1906. 1149

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

HAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN Bags of 1 cwt. each.

Office: 6, DES VŒUX ROAD.

LANE, CRAWFORD & CO.

HAVE JUST RECEIVED A NEW SHIPMENT OF

SUMMER CURTAINS

NEW LACE CURTAINS,
NEW CURTAIN MUSLINS.

LATEST DESIGNS
IN FRENCH AND ENGLISH

ART CRETONNES

An Immense Variety from 45 cts. per yard.

LANE, CRAWFORD & CO.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

H. HAYNES, Manager.

STAG HOTEL.

448, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED;
WELL FURNISHED AND AIRY BEDROOMS.

Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to
THE MANAGER. 1886

CHAMPAGNES

FROM
CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906. 460

THE OLIVER TYPEWRITER.

VISIBILITY.

SIMPLICITY.

DURABILITY.

UNRIVALLED FOR DUPLICATING.

WRITING IN SIGHT.

UNIVERSAL KEYBOARD.

GRANT & LESLIE,
General Agents
for Hongkong & South China.
Hongkong, April 21, 1906.

GEO. GRIMBLE,
MANAGER.
14, DES VŒUX ROAD CENTRAL.
728

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO
THE MANAGER. 804

Tailors.

R. HOUGHTON,
NAVAL, MILITARY AND CIVIL
TAILOR.

16, QUEEN'S ROAD CENTRAL
Hongkong, June 8, 1906. 1190

CAMPBELL, MOORE & CO.,

LIMITED.

JUST RECEIVED NEW

POWDER,

PERFUMERIES, SOAPS,

HAIR FRAMES,

HAIR PINS,

&c. &c. &c. 1

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

RHINE WINES

FROM

J. HEILBRONNER & CO.,

MAINZ-GERMANY.

HIGHEST AWARDS WHEREVER EXHIBITED.

CASH—LESS 10%. CREDIT—LESS 5%.

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

2369

FAIRALL & CO.

ARE SHOWING

**NEW SUMMER COSTUMES
AND MATERIALS**

IN LINEN, MUSLIN AND CAMBRIC, ETC.

NEWEST STYLES IN

TRIMMED HATS

NEW FLOWERS AND LACES.

HOTEL BALTIMORE LATE HOTEL AMERICA

2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED.

AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS.

EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.

TERMS REASONABLE. Apply to
THE MANAGER. 1151

VICTORIA DISPENSARY

SOLE AGENTS FOR

V. R. O. LIQUEUR WHISKY

(Square Bottles) per doz. \$15.

'NESTOR' DISINFECTING FLUID

In 1 Gallon and 5 Gallon Tins.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906. 449

LEE LOONG & CO.,

FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL

(NEXT DOOR TO H. PRICE & Co.)

ALL Kinds of FURNITURE, CARVED (ANTON BLACKWOOD, CROCKERY and GLASS

WARE KITCHEN UTENSILS, etc., etc.
AT MODERATE PRICES.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

ROYAL ACADEMY PICTURES IN 5 PARTS ... \$2.50

PICTURES OF THE YEAR 70 Cents.

NEW STOCK

HAND-COLORED POST CARDS \$1.00 Per Doz. PLAIN 60 Cts. Per Doz.

EGYPTIAN CIGARETTES. VIKING NAVY CUT.

SOLE AGENTS FOR THE

BLICKENSDEFFER TYPEWRITER

\$85.00 and \$125.00 EACH. NEW STOCK.

FOR

BATHING PARTIES.

BLACKBERRY BRANDY.

CHERRY BRANDY.

CHERRY WHISKY.

SLOE GIN.

CHERRY GIN.

PIPPERMINT

Telephone No. 76.

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS,

15, QUEEN'S ROAD CENTRAL.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. are Agents to ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY GLASSES AND BOOKS.
SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

MIYAKO HOTEL,
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
84, QUEEN'S ROAD CENTRAL.

WILKS and JACK.

MACHINERY AND ELECTRICAL SHOWROOMS.
Robinson Road Kowloon.

AND AT VICTORIA BUILDINGS, 5, QUEEN'S ROAD CENTRAL.

SOLE AGENTS FOR

THE GENERAL ELECTRIC CO., LD.

LONDON

Electric Fittings.

Table Lamps.

Brackets.

'Freezer' Fan

Motors.

Electric Lamps

Frosted and Clear.

ECONOMICAL

BRITISH MANUFACTURE.

**BATHING PARTIES AND
PICNICS.**

The comfortable and fast Steam Launches **MOLLIE** and **YUENLEE**, specially
fitted up for Outings, ARE OPEN FOR ENGAGEMENTS ON MONDAYS,
THURSDAYS, and FRIDAYS from 5 p.m., and SATURDAYS and SUNDAYS from
10 a.m.

Arrangements may be made for the season or by the hour on application at
5, QUEEN'S ROAD CENTRAL.

TELEPHONE 368.

WILKS & JACK.

Hongkong, June 11, 1906.

Why drink other beverages

when in Van Houten's Cocoa
you have an enjoyable beverage
which not only stimulates but
also invigorates.

"A perfect beverage, combining
Strength, Purity and Solubility."
— Medical Annual.

van Houten's

A Cocoa you can Enjoy.

Intimations.



MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKYO.

Cable Address: 'IWASAKI'.

Which applies to all Branch Offices.
A1, A B C 5th Edition, Western Union
Codes used.

All Letters Addressed to:
MANAGER, MITSU BISHI CO.,
with name of place under.
BRANCH OFFICES:—
NAGASAKI, MOI, KOBE, KANAGAWA,
SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:—
YOKOHAMA: M. ASADA, Esq.
OHKAWA: Messrs GRADING & Co.
MANILA: Messrs MACDONALD & Co.

SOLE PROPRIETORS of Takasima,
Ochi, Shimizu, Nansatsu and Kani-
Yama Collieries and also Bojo Colliery,
which will shortly be ready to produce on a
large scale the best Buzon Coal.
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.

T. MATSUOKA, Manager, Hongkong,
No. 2, PEDDER STREET.
Hongkong, April 25, 1906.

**CARMICHAEL AND
CLARKE.**

CONSULTING ENGINEERS AND
SHIPBUILDERS.
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'CARMICHAEL,' HONGKONG.
A. B. C. Code, 4th Edition.
A. 1 Code.
Cable's Standard Code.
TELEPHONE, 232.

**JEYES
FLUID**

SOLE AGENTS:—
W. G. HUMPHREYS & CO.,
BANK BUILDINGS.
Hongkong, May 18, 1906.

**'REMINISCENCES OF INTERPORT
ORIENT.'**

By J. A. L.
Reprinted from the 'CHINA MAIL' in
Pamphlet Form.

To be had at the 'CHINA MAIL' Office,
5, Wyndham Street.
Price 50 Cents.

To Let.

TO LET.
HOUSES in ROSE TERRACE, ROBIN-
SON ROAD, KOWLOON. Terms Mod-
erate—Immediate Possession.
Apply to
THE COMPRADORE,
Messrs BARNETT & Co.
Hongkong, April 5, 1906.

TO LET.
NO. 15, KNUXTON TERRACE,
KOWLOON.
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, April 1, 1906.

TO LET.
THE FURNISHED FLAT on Top
Floor of Messrs DOUGLAS LAFRAIK &
Co's Office, containing of Four Bed
and Sitting Rooms, Kitchen and Bath Room
complete. 'Electric Light.' View of
Harbour. Terms Moderate.
Apply to
DOUGLAS LAFRAIK & CO.
Hongkong, June 14, 1906.

TO LET.
NO. 3, 'FAIRVIEW' ROBINSON ROAD,
Kowloon.
Apply to
LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, June 8, 1906.

TO LET.
ONE ROOM on the Third Floor of
QUEEN'S BUILDING, Chater Road
West.
Apply to
H. N. MODY,
Hongkong, June 1, 1906.

TO LET.
NO. 3, CONDUIT ROAD. Electric
Light fittings installed. Possession
from 1st September, 1906.
Apply to
H. M. H. NEMAZEE,
Hongkong, June 9, 1906.

TO LET.
NO. 3, CONDUIT ROAD. Electric
Light fittings installed. Possession
from 1st September, 1906.
Apply to
H. M. H. NEMAZEE,
Hongkong, June 9, 1906.

TO LET.
NO. 3, CONDUIT ROAD. Electric
Light fittings installed. Possession
from 1st September, 1906.
Apply to
H. M. H. NEMAZEE,
Hongkong, June 9, 1906.

TO LET.
NO. 3, CONDUIT ROAD. Electric
Light fittings installed. Possession
from 1st September, 1906.
Apply to
H. M. H. NEMAZEE,
Hongkong, June 9, 1906.

TO LET.
NO. 3, CONDUIT ROAD. Electric
Light fittings installed. Possession
from 1st September, 1906.
Apply to
H. M. H. NEMAZEE,
Hongkong, June 9, 1906.

TO LET.
NO. 3, CONDUIT ROAD. Electric
Light fittings installed. Possession
from 1st September, 1906.
Apply to
H. M. H. NEMAZEE,
Hongkong, June 9, 1906.

TO LET.
NO. 3, CONDUIT ROAD. Electric
Light fittings installed. Possession
from 1st September, 1906.
Apply to
H. M. H. NEMAZEE,
Hongkong, June 9, 1906.

TO LET.
NO. 3, CONDUIT ROAD. Electric
Light fittings installed. Possession
from 1st September, 1906.
Apply to
H. M. H. NEMAZEE,
Hongkong, June 9, 1906.

TO LET.
NO. 3, CONDUIT ROAD. Electric
Light fittings installed. Possession
from 1st September, 1906.
Apply to
H. M. H. NEMAZEE,
Hongkong, June 9, 1906.

TO LET.
NO. 3, CONDUIT ROAD. Electric
Light fittings installed. Possession
from 1st September, 1906.
Apply to
H. M. H. NEMAZEE,
Hongkong, June 9, 1906.

TO LET.
NO. 3, CONDUIT ROAD. Electric
Light fittings installed. Possession
from 1st September, 1906.
Apply to
H. M. H. NEMAZEE,
Hongkong, June 9, 1906.

To Let.

TO LET.
'NEW KINGSLEY' with Stables.
Entrance from both Kennedy and
MacDonnell Roads. Owners will, if re-
quired, convert the site Building into a
Boarding House, with large Drawing and
Dining Room accommodation and 37 Bed-
rooms. CHEAP RENTAL.
Full particulars apply to
LINSTEAD & DAVIS.
Hongkong, June 27, 1906.

TO LET FURNISHED.
FROM 12th July to 12th October, 1906.
BURBINGTON, PLANTATION
ROAD, PEAK.
Apply to
H. R. POLLOCK,
18, Bank Buildings.
Hongkong, June 20, 1906.

TO LET.
'BROOKHURST' PEAK, Newly Paint-
ed and Colour-washed, with use of
Tennis Court; contains 5 Rooms. Splendid
site and well suited for a Bachelor's Home.
See FLOOR in Central position, con-
taining Four Large Rooms, Ante-room and
Lavatory, with use of Electric Lift.

ONE SHOP at BEACONSFIELD ARCADE.
HOUSES on the ROBINSON ROAD Level,
Chapin Road.

75, WYNDHAM STREET.
4 ROOMS on Top Floor at eastern end
of ALEXANDRA BUILDINGS—Suitable
for either Office or residential purposes.
Apply to
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, June 9, 1906.

TO LET.
TWO GODOWNS at EAST POINT,
close to the Water, suitable for the
Storage of any Cargo.
Floor Area 4,100 square feet each.
Apply to
JARDINE, MATHESON & CO.

TO LET.
THREE LARGE GODOWNS on PRATA
EAST. Formerly in the occupation of
the Mitsui Bussan Kaisha.
Apply to
H. N. MODY,
Victoria Buildings.
Hongkong, May 10, 1906.

TO LET.
BELLEVUE, 6 ROOMED HOUSE,
Unfurnished with immediate pos-
session.
Apply to
PERCY SMITH & SETH,
5, Queen's Road Central.
Hongkong, May 28, 1906.

TO LET.
5 and 6, GRANVILLE AVENUE,
Kowloon.
HOUSES in AUSTIN and SALISBURY
AVENUES, KOWLOON.
Apply to
HUMPHREYS' ESTATE & FINANCE
CO., LD.,
Hongkong, June 23, 1906.

TO LET.
IN ALEXANDRA BUILDINGS.
Apply to
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, April 23, 1906.

TO LET.
HONGKONG CLUB.
TO LET.
TWO ROOMS on the Ground Floor of
the Annex, from date, suitable for
Offices. Anyone disposed to offer for the
same please apply to
C. H. GRAVE,
Secretary.
Hongkong, May 26, 1906.

TO LET.
GODOWN No. 3, NEW PRATA, Kan-
gley Town.
Apply to
HONGKONG LAND INVESTMENT
& AGENCY CO., LD.
Hongkong, June 23, 1906.

TO LET.
NO. 2, OLD BAILEY.
Apply to
ARRATTON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, April 27, 1906.

TO LET.
'HAYTOR'—THE PEAK.
IMMEDIATE POSSESSION.
OFFICES in KING'S BUILDING and
YORK BUILDING.
GODOWNS on PRATA EAST.
A HOUSE in OLIFTON GARDENS,
Conduit Road.
A HOUSE in RIFON TERRACE.
FLATS in MONTGOMERY TERRACE.
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, June 1, 1906.

TO LET.
LA HACIENDA, East, No. 74, Peak.
Furnished, for 3 months, August,
September and October next. For parti-
culars, apply to
C. H. GRAVE,
Hongkong Club.
Hongkong, June 20, 1906.

TO LET.
'THE ACACIAS' and 'THE GROVE,'
Flaming 26 ROOMS, with TENNIS
COURT and detached Out-house and
Kitchen, situated in ROBINSON ROAD,
Kowloon.
Well ventilated, with Electric Light and
Bells completely installed.
Suitable for a first class Hotel.
Apply to
E. M. HAZELAND,
35, Queen's Road Central
or
WING ON, Contractor
24, D'Agular Street
Hongkong, April 20, 1906.

TO LET.
NO. 41, ROBINSON ROAD.
Apply to
HU SHUN CHUN,
137, Des Voeux Road,
3rd Floor.
Hongkong, June 20, 1906.

TO LET.
WITH IMMEDIATE POSSESSION—IN
WANGKAT ROAD.
GODOWN, built of brick with tiled roof,
just thoroughly repaired—about 4000
sq. ft. space, concrete flooring—Suitable
for Storage of any kind of merchandise.
Apply to
STY-Care of 'CHINA MAIL' Office.
Hongkong, May 29, 1906.

TO LET.
NO. 41, ROBINSON ROAD.
Apply to
HU SHUN CHUN,
137, Des Voeux Road,
3rd Floor.
Hongkong, June 20, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

Intimations.

IF YOU CARE

For a good beverage get one whose effects are
pleasant, one which is wholesome and one
which has quality as well as flavour, get

Rainier
BEER

Delightfully refreshing, thoroughly satisfying.
You'll like it.

M. J. CONNELL,
7, BEACONSFIELD ARCADE,
DISTRIBUTING AGENT.

N. & C.
RAINCOATS

INVALUABLE AT ALL TIMES. WET OR FINE.

RAINPROOF, YET POROUS!!

COTTAM & CO., LD.,
TAILORS AND OUTFITTERS.
YORK BUILDINGS AND PEDDERS STREET.



\$15.00 Per Case.

A. S. WATSON & Co., Ltd.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED AD 1841

To Let.

TO BE LET OR SOLD.

WITH IMMEDIATE POSSESSION—IN
WANGKAT ROAD.
GODOWN, built of brick with tiled roof,
just thoroughly repaired—about 4000
sq. ft. space, concrete flooring—Suitable
for Storage of any kind of merchandise.
Apply to
STY-Care of 'CHINA MAIL' Office.
Hongkong, May 29, 1906.

TO LET.
NO. 41, ROBINSON ROAD.
Apply to
HU SHUN CHUN,
137, Des Voeux Road,
3rd Floor.
Hongkong, June 20, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FORNEX LOVER,' Quine Road.
Apply to
H. N. MODY,
Hongkong, May 29, 1906.

Dentistry.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved

65, QUEEN'S ROAD CENTRAL.

DR. M. E. CHAN,

THE LATEST METHOD OF THE AMERICAN

SYSTEM OF DENTISTRY.

37, DES VOEUX ROAD CENTRAL.

From the University of Pennsylvania.

U.S.A.

DR. I. E. TAYLOR,

Surgeon-Dentist,

No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE

Consultation Free.

828

SIAM AND ITS AFFAIRS.

Inspired by a letter from its Peking cor-
respondent *The Times*, on May 21, had
something to say concerning the progress
of Siam. In the course of an article the
paper gives a few hints on how Siam might
become prosperous. "Siam," like other
countries, finds the path of progress costly
to tread, and it seems to be generally
acknowledged that, if she is to advance
rapidly along the way on which she has
entered with such good will, she must ob-
tain an additional revenue. Some saving
might, perhaps, be effected by applying to
other objects a portion of the comparatively
large sums which are now expended upon
armaments. The only purpose for which a
military force is at present required is
the preservation of internal order, and this
purpose might, in the judgment of most
observers, be attained more cheaply than
by the actual system. On the other hand—
better reputation and improved education
are urgently needed. The waste of life
through diseases which might be prevented,
or of which the ravages might be reduced,
by elementary measures of public health, is
as great as seriously to hamper the econo-
mic development of the country by limit-
ing the supply of labour which is required
for making railways and roads, and
without railways and roads the material
wealth of the country must remain almost
inaccessible to commerce. In the capital
itself, with its hundreds of thousands of
inhabitants living together under a tropical
sun, the chief

That is a sentiment which, on grounds alike of feeling and of high policy, we should do our utmost to foster, propagate, and strengthen in all parts of the world. This duty is the more incumbent upon us in this particular case because in 1893, when the existence and the importance of such ties were not so well appreciated as they are to-day, we agreed to surrender some of our extra-territorial rights in the five Lao States of Northern Siam in exchange for certain material advantages. But the Government of Bangkok, who have succeeded to the Lao chiefs to whom we made this concession, are no longer content with it. The jurisdiction over our Asiatic fellow-subject which they enjoy under it is limited by the right of the British Consul at Chiangmai to transfer cases from the Court where the Siamese Judge administers Siamese law into his own Court. The Siamese Government complains that, even with this safeguard, the limited jurisdiction of the Siamese is a grievance to British subjects, and they have petitioned the British Government to restore the full powers of the Consular Court. The Siamese Government, on the other hand, demand unfettered jurisdiction over the Siam, and it is in consideration of our assent to this demand that they offer to grant us the freedom of settlement which we desire. Our Government says that it is a demand which cannot be agreed to lightly. We should be inclined to put it more strongly. The Siamese themselves do not pretend that the reform of their laws and of their administration has gone far enough to entitle them to ask for jurisdiction over Europeans. We cannot, in immediate proximity to our Indian Empire, stipulate for one kind of justice for ourselves and for another, and admittedly an inferior kind, for our Asiatic fellow-subjects. Siam, we gladly recognize, has done a very great deal to raise the standard of justice in her dominions within recent years, and we may be sure that M. Padoux, the accomplished French diplomatist who now fills the office of Legislative Adviser and one of the Judges of the Appeal Court, will spare no pains to bring about further reforms. But until promises in this domain have ripened into performance, and Siam can assert with truth that her laws and her judiciary are permeated with European conceptions of impartiality and of justice, we cannot consent, for any concessions in other matters, to simplify her jurisdiction over the Burmese subject of the British Crown.

THE SOUTH MANCHURIAN RAILWAY.

Reported Charges Against Russians.

According to the *Asahi* the Japanese authorities concerned have made a statement to the following effect concerning the condition of the section of the South Manchuria railway north of Kunchulin. The damage to the line between Kunchulin and Kwancheu which is to be taken over from the Russians on August 1, is beyond imagination. In the case of the portion lying between Changtu and Kunchulin, a certain amount of damage may have been inevitable, as fighting took place in its vicinity, but there can be no excuse for the state of the section between Kunchulin and Kwancheu. The Russian authorities may contend that the damage has been caused by mounted bandits, but although the latter may have removed some parts of the material as they could make money out of it, it is impossible to suppose that they would expend the labour necessary to carry off great quantities of things of no value to them. Even if it be conceded, however, that the bandits were responsible for the damage, the Russian authorities cannot free themselves from their responsibility. It was their duty to protect the line against the bandits until it had been transferred to the Japanese. Nothing can yet be said definitely as to what steps will be taken by the Japanese and Russian authorities concerning this matter.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for account of the concerned, on

SATURDAY,
the 30th June, 1906, at 2.30 p.m., at No. 5, OMBAY TERRACE, Kowloon.

THE WHOLE OF THE HOUSEHOLD FURNITURE.

Particulars from Catalogue.

Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, June 27, 1906. 1293

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for account of the concerned, (who is leaving for home), on

SATURDAY,
the 30th June, at 2.30 p.m., and 5 p.m.

VALUABLE FURNITURE, at the Kowloon Sales Room, No. 12, Robinson Road.

Catalogue will be issued. On View from Thursday.

Terms:—As usual.

F. KENNEDY, Auctioneer, Kowloon.

Hongkong, June 28, 1906. 1298

CHAMPAGNE.
VEUVE CLICQUOT PONSARDIN
RHEIMS.
Maison fondée en 1788. WERLE et Cie, Succrs.
PURVEYOR TO HIS MAJESTY KING EDWARD
AND TO
HIS ROYAL HIGHNESS THE PRINCE OF WALES.
CHINA EXPORT-IMPORT & BANK-CIE.
—SOLE AGENTS FOR CHINA AND JAPAN.
2, CONNAUGHT ROAD, HONGKONG.

JAPAN COALS.
ITSUITSU BUSSAN KAISHA
(MITSUI & CO.)
HEAD OFFICE:—1, Saito-cho, Tokyo.
LONDON BRANCH:—24, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDING, 105 HONG KONG STREET, FIRST FLOOR.
OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Kobe, Yokohama, Port Arthur, Seoul, Chongqing, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoseki, Moji, Wakayama, Karatsu, Nagasaki, Kuchino, Sasebo, Makurazaki, Misaki, Hakodate, Tsuruga, etc.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Japanese Mills, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokkaido, Honjo, Kamada, Fujikawa, Mamoda, Mannoura, Onoura, Otsu, Sashima, Tsubakura, Yoshinaka, Yoshino, Yumoto, and other Coals.
S. MINAMI, Manager, Hongkong. 1115

AGE AND QUALITY GUARANTEED.

Watson's
DUNDEE WHISKY.
No. 10.
THE FINEST OLD SCOTCH.

J. WATSON & CO., LTD., DUNDEE.
Hong Kong Agents: WATSON, LTD., Apothecaries' Hall.

RUBEROID ROOFING
(TRADE MARK REGISTERED)

RUBEROID
IS THE
PIONEER WEATHERPROOF, ELASTIC AND FIRE RESISTING ROOFING.
15 YEARS
RECORD FOR DURABILITY AND EFFICIENCY.
LIGHT-COOL AND WATERTIGHT.
SEND FOR SAMPLES AND PRICES TO THE SOLE AGENTS:
THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.,
DODD & CO., LTD.,
General Managers.

OAKLEY'S
WELLINGTON KNIFE POLISH
WELLINGTON SILVERSMITHS
BLACK LEAD SOAP FOR CLEANING PLATE.
"POLYBRILLIANT" METAL POMADE NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES.
JOHN OAKLEY & SONS, LONDON.

INSURANCES.
NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUND at 31st DECEMBER, 1904 £17,161,299.
I—Authorized Capital £3,000,000
Subscribed Capital £2,750,000
Paid-up Capital £2,697,500 0 0
II—Fire Funds 3,801,299 12 9
III—Life & Annuity Funds 15,473,533 7 0
£17,161,299 12 9
Revenue: Fire Branch 2,056,713 1 8
Life & Annuity Branches 1,632,216 3 4
£3,688,929 5 0
The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.
SHEWAN, TOMES & CO.,
Agents.
1637

FIREMAN'S FUND INSURANCE CO.
OF
SAN FRANCISCO, CALIFORNIA.
STATEMENT to 31st DECEMBER, 1903.
ASSETS, GOLD, \$7,232,552.19
Real Estate, \$2,713,144.50
Income, GOLD, \$4,179,784.52
FIRE BRANCH.
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.
SHEWAN, TOMES & CO.,
Hongkong, April 3, 1906. 563

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.
INCORPORATED A.D. 1851.
MARINE BRANCH.
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks at Current Rates.
ALEX. ROSS & CO.,
1412

Hotels.
KING EDWARD HOTEL.
A HIGH-CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.
TELEGRAPHIC ADDRESS: "VICTORIA," Hongkong.
For terms, etc., apply to the MANAGER. 123

THE BEST BILLIARD TABLES
IN THE COLONY ARE AT
THE KOWLOON HOTEL,
CABLE ADDRESS "CHEF," KOWLOON.
A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.
MODERATE CHARGES.
J. W. OSBORNE,
Proprietor and Manager. 135

VICTORIA HOTEL,
SHAMSEEN, CANTON.
ON THE BRITISH CONCESSION.
MACAO HOTEL
MACAO, CHINA
In the Centre of Praya Grand.
BOTH Hotels under Experienced European Management.
Every Comfort and Convenience for Residents and Tourists.
WM. FARMER, Proprietor. 469

ZETLAND HOUSE.
SUPERIOR ACCOMMODATION.
(Opposite Court House).
No. 10, QUEEN'S ROAD CENTRAL.
MODERATE CHARGES.
MRS. WATLING, Proprietress. 139

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.
(IN LIQUIDATION).
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 11.30 p.m. Every 15 minutes.
11.30 p.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 15 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 15 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 15 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 15 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 15 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 15 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 15 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 15 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 15 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 15 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 15 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 15 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 15 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 15 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 15 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 15 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 15 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 15 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 15 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 15 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 15 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 15 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 15 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 15 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 15 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 15 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 15 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 15 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 15 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 15 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 15 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 15 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 15 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 15 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 15 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 15 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 15 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 15 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 15 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 15 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 15 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 15 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 15 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 15 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 15 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 15 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 15 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 15 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 15 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 15 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 15 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 15 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 15 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 15 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 15 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 15 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 15 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 15 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 15 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 15 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 15 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 15 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 15 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 15 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 15 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 15 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 15 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 15 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 15 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 15 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 15 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 15 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 15 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 15 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 15 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 15 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 15 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 15 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 15 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 15 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 15 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 15 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 15 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 15 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 15 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 15 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 15 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 15 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 15 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 15 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 15 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m

Give Us Water That We May Drink

'TANSAN' SAVOY,

PURE. Equate in Flavor, Stimulating without Reaction, this life-giving, Natural Mineral Water gushes out of the mountain-side at Takaraka, near Kobe, Japan.

PURITY. Its source is amid hard volcanic rock, beyond reach of contact with any human being, and it is conveyed by gravity through a rock-hewn tunnel and concrete aqueduct to a sheltered enclosure, where, without pumping, filtering, or touch of human hand, it is placed by machinery in sterilized bottles and packed in cases for shipment; thus, from its initial source protecting the water against possible taint of any kind. Percolating through several strata of virgin rock, it is saturated with their unalloyed-mineral properties, and no chemical skill can duplicate the living Tansan any more than the laboratory can evolve a living tree.

FLAVOR. Tansan gladdens the palate with a taste peculiar to itself, clean, crisp, novel, and delicious. Its appetizing taste craves satisfaction, without savor of a feeling of fullness, however freely indulged in.

TANSAN is Nature's own distillation, and because of its absolute purity it blends with spirits, wines, stout, milk, and other liquors without altering the natural flavor, except to unfold it.

STIMULUS. Tansan is refreshing, and, by reason of its native qualities, it excites the appetite and stimulates the nutritive functions. It is persistently regulative without being laxative, and it eliminates from the problem of life the ailments attributable to the liver and kidneys.

The supply is inexhaustible, being an even flow, entirely independent of surface conditions of a wet or dry season, and there will never be necessity for excuse for the artificial manufacture of Tansan, so that it will be forever free from the obnoxious taste peculiar to all salted and fabricated waters. Visitors to the Spring find the entire plant open to inspection—there is nothing to conceal.

TANSAN conduces to vigorous Health, It is Less Costly than a Restorative, **DRINK TANSAN.**

THE CLIFFORD-WILKINSON
FANSAN MINERAL WATER Co., Ltd.
Kobe, Japan.

BEWARE OF IMITATIONS!!!
The only genuine Tansan bears the name of J. Clifford-Wilkinson on the label.

SOLE AGENTS:

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

WM. POWELL,
LIMITED.

NOW SHOWING

PRETTY
Fabrics

FOR

SUMMER
GOWNS.

EXQUISITE
DESIGNS.

MODERATE
PRICES.

POWELL'S
ALEXANDRA BUILDINGS.

The SAVOY,

LIMITED.

MIDSUMMER
STOCKTAKING
SALE.

SWEEPING
REDUCTION

FOR
ONE WEEK ONLY.

COMMENCING
MONDAY,

JULY 2nd.

THE SAVOY, Ltd.
QUEEN'S ROAD.

TO SMOKERS.

It is a well-known fact, admitted by the EGYPTIAN CIGARETTE MANUFACTURERS themselves, that Cigarettes imported from Egypt are made from TURKISH TOBACCO, which is subject to a heavy Import Duty in Egypt. Hongkong being a Free Port tobacco can be imported free of duty.

Two Good Reasons why it is advantageous to Smoke Egyptian Cigarettes.

1.—Cheapness of my Cigarettes compared to imported cigarettes, owing to tobacco being admitted duty-free into Hongkong, and that you are buying direct from the Manufacturer, doing away with middlemen's profits.

2.—Freshness of my Cigarettes, as they are made daily for each day's consumption, which makes it impossible to have an old stock of Cigarettes, as is very likely with imported Cigarettes.

The following is a list of my Cigarettes made from the Best Turkish Tobacco at from 40% to 60% cheaper than imported cigarettes of equal quality.

NAME	SIZE	ADVISED BY	PRICE PER 100
Great Britain...largest	50		\$4.50
Yonkers...large	50 & 100		3.00
Hongkong Club (cork tipped)...large	50 & 100		2.00
Admiral...medium	100		2.20
Princess...gold tipped (ladies)...small	100		2.60
Fleur de Orleans (ladies)...small	100		2.00
The Peak Tram...medium	100		1.50
Emperor of China (gold tipped)...medium	100		2.00
Germany...medium	100		1.80
Paris...small	180		1.50
Lusitane...medium	100		1.00

We also make cheap cigarettes of second-grade Turkish Tobacco at \$3.00 per 1000. Minimum Quantity sold—1,000.

To Messrs. Clubs, Hotels and all large Buyers, Special Terms are allowed.

T. E. P. SPYROPOLOS,
9, Beaconsfield Arcade,
(OPPOSITE THEATRE ROYAL).

PARIS TOILET CO.

13, QUEEN'S ROAD CENTRAL,
Under Connaught House.

JUST RECEIVED

ANTISEPTIC
BLOC.

NO more PIMPLES or IRRITATION
after SHAVING, this preparation will be found very useful for Gentlemen who shave themselves.

SUBSCRIPTION FOR SHAVING, etc.,
TAKEN BY THE MONTH.

ALL KINDS OF
HAIR WORK DONE.
Hongkong, April 25, 1906.



A. S. WATSON
& Co., Ltd.

AERATED WATER
MANUFACTURERS.

Per doz. inclusive of bottles.

SODA WATER	\$1.70
Do. (Bombay bottles)	1.80
POTASH, SEIZER and	
B. P. SODA	1.80
LEMONADE	1.80
TONIC WATER	1.80
LITHIA WATER	1.95
GINGER ALE	1.95
SARSAPARILLA	1.95
LEMON SQUASH	1.95
RASPBERRYADE	1.95
STONE GINGER BEER	1.95

Bottles returned in Good Condition are allowed for at the Rate of \$1.20 per doz.

SYPHONS.

SODA WATER	\$19.50
POTASH SEIZER and B.P.	
SODA	19.80
LITHIA WATER	20.00

Eighteen Dollars per dozen is allowed on
SYPHONS returned in Good Condition.

We specially recommend our **STONE GINGER BEER**, which is brewed from finest Jamaica Root by our own special process.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

Hongkong, June 9, 1906.

MEMOS. FOR TO-MORROW.

Auctions.
2.30 & 3 p.m.—Auction of Furniture, etc., at Mr. F. Kline's Sales Rooms, No. 12, Kowloon.
2.30 p.m.—Auction of Household Furniture, etc., at No. 6, Ormsby Terrace, Kowloon.

General Memoranda.

Monday, July 2:
11 a.m.—Auction of Miscellaneous Furniture & Goods, etc., at Mr. F. Kline's Sales Rooms.
9 p.m.—Meeting of Zeland Lodge.

Goods per *Glentworth* not cleared on this date subject to rent and landing charges.

Goods per *Lansing* undelivered after 4 p.m. on this date will be landed.

Wednesday, July 4:
Goods per *Tonkin* undelivered after this date at Noon will be subject to rent and landing charges.

Thursday, July 5:
Goods per *Lansing* not cleared at 4 p.m. on this date subject to rent.

The China Mail.

HONGKONG, FRIDAY, JUNE 29, 1906.

REGISTRATION OF DENTISTS.

The Legislative Council has shelved the bill providing for the Registration of Dentists. The Law Committee, to which body the draft bill was submitted, unanimously came to the conclusion that it would be difficult to frame a measure that would secure the objects aimed at, and, at the same time, not press with severity upon the non-European section of the community. When the bill was read a second time on May 17 we passed a few observations upon it and pointed out that it was merely a belated and highly necessary move in a direction in which other parts of the world had proceeded long since. Also we pointed out that it had been shown that many of the ailments which necessitated the aid of the physician were caused in the first instance by defective teeth and that it was as necessary that dentists should be thoroughly qualified as the law said it was that doctors should be. The eloquence that was expended yesterday in the endeavour to show that the only correct and logical thing for the Government to do was to do nothing has not altered our views one iota. The pity of it is that the Council is so bent upon advertising its own incompetence. Matters are brought forward there, presumably, as the Council is supposed to be a deliberative body, because they are in the public interest. Thus the questions of subsidiary coinage, the losses of the civil servants on account of the rise of the dollar, the registration of partnerships and the registration of dentists have been brought up within the past few weeks. In each case the Council dealt with the matter in the same way. One member after another pointed out that it was "difficult" to legislate in the direction indicated and with enthusiastic unanimity, directly the word difficulty was mentioned, the Council decided not to exhaust itself by attempting to overcome the obstacles. It is "difficult" for the ordinary man to earn his livelihood, but, in his case, if he decides that this is sufficient excuse to abandon all effort, he starves. The members of the Legislative Council have no spur to endeavour except the consciousness that they hold their positions in order to do the best they can in the public interest. Perhaps payment by results would be a more satisfactory method as far as the public is concerned. It would certainly save them a large amount of money. Reverting to the bill which was so complacently shelved yesterday it has to be noted that the Hon. Mr. Hewitt, who spoke at greater length than any other member, assailed the principle of the measure and made the astounding statement that "the principles on which our colonies have been successfully guided (are) that we admit anybody, whatever his nationality, provided he comes there to work honestly, and is likely to make a good citizen." As far as we are aware there are no restrictions at all upon a man being admitted to the Colony, so it is evident that the Hon. Mr. Hewitt must have meant admitted to carry on his profession. This is so obviously incorrect that it is difficult to conceive how a

gentleman of Mr. Hewitt's knowledge and experience could have been betrayed into putting it forward as a buttress to a bad argument. What about legal gentlemen? Does Mr. Hewitt contend that anybody, whatever his nationality, can come to Hongkong and commence practice in our courts provided he comes here to work honestly and is likely to make a good citizen? Could moreover a Russian doctor, equipped with the best diplomas of his country, commence practice here without registration? Could an Architect open business without registration? But to return to the serious objections which were put forward. It was stated by the Hon. Dr. Ho Kai that the bill would deprive the poorer Chinese of the services of the cheap Chinese dentists who would not be permitted to carry on business if the measure were passed. This is the only really solid objection brought forward, and it is so easily susceptible of adjustment that it is a matter of profound surprise that the accumulated wisdom of the Council should not have seen the obvious way out. Could not dentists be divided into three classes. The first would be the practitioners who fulfilled the complete Government requirements of competency, namely the possessors of recognised diplomas. The second would be the possessors of diplomas which were not officially recognised but which showed that the practitioner had had some sort of training for his profession. The third would be the irregular Chinese dentists. It could be ordered that every dentist must have on his name plate or conspicuously posted in his dental rooms copies of his license on which would be set out distinctly to which class he belonged. This would seem to meet the objection and would at the same time enable those who desire to go to the best qualified man an opportunity of doing so. If ever the bill is resurrected we hope to see some member propose something on these lines.

A Mrs. John B. Henderson, who is perhaps needless to say, is an American lady, has been winning undying fame at Washington. She is a temperance advocate of the "whole-bogger" type and she is incidentally the wife of an extremely wealthy man—an ex-Senator. Perhaps it would be more appropriate to say that he is her husband. In the Henderson cellars at Washington were, according to American exchanges, tens of thousands of dollars worth of high priced liquors. Mrs. Henderson turned a number of her female temperance associates loose in the cellars and they joyously smashed all the bottles until "a perfect rivulet of costly wines ran across the greenward to the gutter." Exactly what was to be gained by this dramatic performance is not apparent. It can hardly have the effect of inducing anyone to do likewise as few possessors of valuable cellars are afflicted with precisely the kind of mental twist that poor Mrs. Henderson is suffering from. The liquor could have been distributed to hospitals where the gift would have been used, not abused. Or it might have been sold by auction and the proceeds given to the poor. If it had been auctioned someone would have bought and since it has been destroyed the someone will now have to buy from a merchant. Thus, as the New York Sun well puts it, "Since there is so much less liquor Mrs. Henderson has really stimulated the demand for liquor to the extent of the goods destroyed." But Mrs. Henderson has still another claim to fame. She converted Mr. Wu Ting-fang, late Minister at Washington, from the deplorable and degrading habit of drinking tea. The distinguished Chinese diplomatist had the good fortune to read Mrs. Henderson's book on diet and in his own words he has "come to the conclusion that the way we are living is all wrong." He has eschewed everything except "nuts, vegetables, fruit and water" and he feels "much stronger and healthier in every respect than before." So enamoured is Mr. Wu Ting-fang with this alluring diet that "it is my intention, whenever opportunity occurs, to preach the doctrine (of the new diet); in fact, I have so to the Empress Dowager." There has not yet been an Imperial rescript ordering cabbage and water as the food for the Chinese but it has to be remembered that in China even the most beneficial innovations are adopted but slowly. Apart from her en-

cess as a proselytizer Mrs. Henderson has probably been entirely satisfied with the result of the wanton waste of liquors. She has been talked about a good deal and to fanatics of the temperance or any other cause that is everything.

Those of us who believe that, in the best interests of the Empire, something should be done to ensure a knowledge of the elements of the military art to every Britisher, will feel discouraged now that the movement started by Lord Roberts has been squelched for all time. The venerable field marshal, misled probably by the fact that he is over the allotted span and has had some little military experience, presumed to think that his views on the question of military training were of value. He was encouraged in this ludicrous error by some ill-informed newspapers, which were so unwise as to encourage him to continue his campaign in favour of a system which would prevent the loss and misery consequent upon the enforced adoption of conscription. However it is a good thing that we have been awakened in time to the fact that we were tearing up the wrong street as fast as we could. We are indebted for our realisation of the true state of things to Miss F. Thompson. Our readers may want to know who Miss F. Thompson is. With every acknowledgment of the humiliation that such a confession involves we must admit that we do not know. However, she is a much greater authority upon the military needs of Great Britain than is Lord Roberts. There can be absolutely no doubt on this point because Miss Thompson affirms it herself. At a meeting held in the City Temple, London, last month she moved a resolution condemning Lord Roberts's scheme for the universal military training of boys, and she declared that the danger of an invasion of England was a bogey. The audience cheered this latter declaration. Well it might. Ignorant persons, like Lord Roberts, have led us to believe that in the event of the fleet being lured away from the waters surrounding Britain it would be possible for a foreign army to land, in which case we would have a miserably inefficient force wherewith to oppose them. It is fortunate for our country that it can produce such great intellectuals as Miss F. Thompson to dispel the mists of ignorance which false prophets have conjured about our eyes and save us from the pitfalls into which our blind leaders would have dragged us. The pity of it is that Miss F. Thompson did not live at the period when another great personage, not of course so renowned as she, but still not entirely unknown, Napoleon, was intimidating Europe. The Corsican's star would have sunk to eclipse so much the earlier. It is to be hoped that the Imperial Government will lose no time in handing over the military administration to Miss F. Thompson. We want a thoughtful, discreet person who has devoted a lifetime to the study of military requirements to be in control, and obviously Miss F. Thompson would fill the bill. Anxious Britishers will then rest easier of nights when all danger from the "knaveish tricks" of the perfidious enemy is at end and in the meantime we need not worry much since we have Miss F. Thompson's assurance that a possible invasion of England is "merely the fatuous nightmare of uninformed persons."

The coxswain of the steam launch "Willy" was fined \$65, at the Magistracy this morning, for carrying 65 passengers in excess of the number allowed by his license.

Could Not Understand.

A returned South African coolie was brought before His Honour, Mr. A. G. Wise, in the Supreme Court, this morning, in a small debts case. The whole of the Court interpreters were tried to explain matters to the coolie, who appeared in custody, but without effect. As each dialect was tried he simply shook his head. His Honour—How do they understand him when he complains so much in the goal? This was not explained until the case was adjourned to try and get an interpreter.

DO NOT NEGLECT THE CHILDREN.

At this season of the year the first unusual looseness of a child's bowels should have immediate attention. The best thing that can be given is Chamberlain's Colic, Cholera and Diarrhoea Remedy. It is loved by mother as directed with each bottle of the remedy can always be depended upon, and when reduced with water and sweetened is pleasant to take. Sold by all chemists and druggists.

BY TELEGRAPH.**SENSATION AT ST PETERSBURG.****GUARD REGIMENT DISGRACED.**

(Exclusive Service, supplied by Reuters via Bombay.)
LONDON, June 28.

A sensation has been caused at St Petersburg upon the fact becoming known that the Czar had reprimanded General Gaden, the Commander of the famous Preobrazhensk regiment, for failing to maintain discipline among his men.

This confirms the reports that have previously been made of disaffection having spread to the guard regiments.

The first battalion of the Preobrazhensk Regiment has been ordered to the remote district of Novgorod, where the first Japanese prisoners were sent.

EARTHQUAKE IN ENGLAND.**SHOCKS IN WEST AND MIDLANDS.**

(Exclusive Service, supplied by Reuters via Bombay.)
LONDON, June 28.

It is reported that an earthquake shock was experienced to-day in the counties of Devonshire and Cornwall.

Slight shocks were also reported from Bristol and Birmingham.

[REUTERS'S SERVICE.]

SHOCKS IN SOUTH WALES.

LONDON, June 27.
A severe earthquake has occurred in South Wales. The houses rocked and the inhabitants fled in panic. At Swansea, Newport, Cardiff, and the neighbouring villages chimney stacks fell in all directions. Many people were injured and there has been serious loss to property.

THE NATAL TROUBLE.

LONDON, June 27.
The rebels in Natal have been largely reinforced by troops from the Mapanulo district to the number of 2,500.

THE EDUCATION BILL.**Advice of Conservatives.**

LONDON, June 27.
The minority of yesterday's division included 70 Nationalists, 27 Liberals, and 19 Labourites. The Liberals consider that the passage of the bill is now assured. The Conservatives urge the Government to abandon a measure which has become a hopeless jumble.

THE TANTAH INCIDENT.

LONDON, June 27.
Four of the villagers who assaulted the British officers at Tintah, in Egypt, have been sentenced to death, four to penal servitude, for life and twelve to various terms of imprisonment. A number will receive fifty lashes, to be carried out where the assaults were committed.

Obstruction.

At the Magistracy, this afternoon, the masters of four of Messrs. Butterfield and Swire's launches, and the master of the launch "Morning Post" were summoned for obstructing Murray Pier. Lord Sergeant 61 said that the launches were lying off the steps and obstructed the free entrance of other vessels. The summonses were taken out owing to a complaint having been made by the commodore. The launches would not have caused an obstruction if there had not been several junks anchored off the steps at the same time. As far as witness knew there was no complaint from anyone but the commodore. Mr. G. O. C. Master said that if it were not for the lights engaged in the Admiralty Dock there would have been no obstruction, but there would be a different arrangement made so that there should be no further obstruction. It was a little hard that the Admiralty should complain when it was the lights engaged in their work that took up all the space. The summonses were adjourned with a view to their being withdrawn if no further obstruction was caused.

The Danish dykes have stood the storm of more than seven centuries.

A MEDICINE THAT WILL CURE CHRONIC DIARRHOEA.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy is the most successful medicine in the world for bowel complaints, and is the only remedy that will cure chronic diarrhoea. Every bottle is warranted. For sale by all chemists and druggists.

BY TELEGRAPH.

MANCHURIA'S BACK-DOOR.

PROTEST BY CHINA ASSOCIATION.

(From Our Correspondent.)

SHANGHAI, June 29.

Sir, C. J. Dudgeon, Chairman of the Shanghai branch of the China Association has forwarded the report of the investigating Commission which recently returned from Manchuria, to the Diplomatic Corps at Peking.

In a covering letter the Chairman urged that Japanese goods had an unfair advantage over those from other countries inasmuch as they entered Manchuria through Dalny free of all customs or *hikin* dues. He urged that a branch of the Imperial Chinese customs should be established at Dalny and that the illicit traffic in goods which passed into Manchuria across the Korean frontier should be stopped. Further it was urged that the bridge which obstructed the passage of junks up the River Liao should be removed.

CANTON FLOOD.

IMPERIAL HELP.

Tael 50,000 Contributed.

(Chinese Mail's Service.)

PEKING, June 28.

Viceroy Shun Chan Hsen has memorialised the Throne reporting the calamity and distress brought about by the recent flood in the provinces under his control, and describing the hardships which the Kwong people have suffered.

In response to the memorial, an Imperial decree has been issued in which Their Majesties expressed deep sympathy with the sufferers and ordered the Viceroy to draw Tael 50,000 from the Canton Treasury for the relief of the sufferers.

PREACHING BUDDHISM.

JAPANESE PRIESTS IN FUKIEN.

(Chinese Mail's Service.)

PEKING, June 28.

The Waiwup has received information to the effect that Japanese priests are still preaching Buddhism in Changchow and Amoy and has telegraphed the Viceroy of Fukien to submit a full report on the matter.

CHINESE CONSUL-DESIGNATE FOR SINGAPORE.

Contracts Plague.

(From Our Correspondent.)

CANTON, June 28.

Consul Wang, who, by the way, is a brother of His Excellency, Wang Tsh Shik, Minister to Great Britain, and who has been appointed Consul-General to Singapore, is unable to proceed thither owing to ill-health. The Consul is reported to be suffering from a severe attack of plague, but is said to be improving.

A ROBBER LEADER.

Attrosted At Macao.

(From Our Correspondent.)

CANTON, June 28.

A notorious robber leader, on whose head the local authorities have placed a reward of \$3,000, was a few days ago traced to Macao. A small band of men, with a dozen men, proceeded thither and succeeded in having the man arrested. He will be brought before the Portuguese Court for extradition.

AN OLD MAXIM APPLIED TO A MODERN REMEDY.

EVERYONE speaks of the fast as he finds it, is a maxim of the Portuguese. Judging by the letters received from people all over the country, making Chamberlain's Colic, Cholera and Diarrhoea Remedy, it is evident this remedy has been found satisfactory. It is the best known remedy for diarrhoea, and no one has yet been reported where it has failed to give relief, and it has been in general use for more than a quarter of a century. For sale by all chemists and druggists.

A QUESTION OF DAMAGE.

Judgment for Plaintiff.

His Honour Mr. A. G. Wise (Judge) gave his reserved judgment, in the Supreme Court this morning, in the case in which Messrs. Carlowitz and Co. sued the Fuk Lee firm and Fok Kam Onuen, a partner therein, for damage sustained by the refusal on the part of the defendants to take delivery of 100 boxes of window glass. The amount claimed was \$303.20.

His Honour said that it was admitted from the outset that the cases were stained by fresh water. On this ground the defendants refused to take delivery, contending that as they were wholesale dealers the damage rendered the glass unmarketable; as their customers would not take stained packages. The survey showed that while the packages and packing was damaged the glass was sound. In the case of some goods he could believe such damage would render them unmarketable but he could not think this was the case with all goods and certainly not with glass. The cases and packing were simply used to bring the glass here in good condition. Although the plaintiffs had offered to re-pack the cases the defendants had refused to take delivery. He was against the defendants on this point. The second question was that of damages. The defendants were admitted to practically control the market for glass here and were present when the cases were sold. From this he concluded that the price paid at auction was the market price. Defendant would not have let someone else buy the glass at a bargain price.

Judgment was for the plaintiffs, loss two per cent commission on the sale and survey fees.

THE CHAMBER OF COMMERCE.

The monthly meeting of the General Committee of the Hongkong General Chamber of Commerce was held in the Chamber Room, St. George's Building, on June 20, at 3.45 p.m. There were present the Hon. E. A. Hewitt (Chairman), Mr. A. G. Wood (Vice-Chairman), Hon. Mr. W. J. Gresson, Messrs. A. Haupt, H. E. R. Hunter, D. R. Law, G. H. Medhurst, H. E. Tomkins, and A. R. Lowe (Secretary).

The Chairman expressed the pleasure the Committee felt at Mr. Gresson being able to rejoin them and at Mr. Hunter's acceptance of office during the absence of Mr. J. R. M. Smith.

NEW ZEALAND EXHIBITION.

Letters were read regarding the proposed International Exhibition in New Zealand between Nov., 1906, and April, 1907, requesting representation from Hongkong. The Chamber decided that there was barely sufficient time to make the necessary arrangements, but considered it advisable that the Registrar General should explain to the Chinese Guilds and merchants the advantages to be derived from being properly represented at the Exhibition.

BILLS OF EXCHANGE STAMPS.

It was decided in regard to a letter from the Colonial Secretary suggesting that bills of exchange from \$10 to \$250 should, in the future, be stamped with an embossed stamp on the original of a set and with an impressed stamp on the duplicate as in the case of cheques, to reply that they saw no reason why the alteration should not be made.

CONGRESSES OF CHAMBERS OF COMMERCE.

Correspondence was read regarding the forthcoming Congress of Chambers of Commerce of the Empire.

The Secretary reported that Mr. R. Chatterton Wilcox had written to accept the invitation to act as one of the Hongkong Delegates, and that letters have been despatched to the Shanghai and Singapore Chambers asking for the loan of copies of the Conference programme.

REGISTRATION OF PARTNERSHIPS.

The Chairman said that at the Legislative Council meeting on 17th May last, he had expressed the views of the Committee of the Chamber that the motion brought forward by Hon. Mr. H. E. Pollock, K.C., should be withdrawn pending the introduction of a Bill showing the scope of the resolution. Mr. Pollock had accepted that view and it was understood a draft Bill would be introduced and H. E. the Governor had promised the Chamber of Commerce should then have an opportunity of expressing an opinion on the subject.

LATE DELIVERY OF GOODS.

Correspondence was read from the Liverpool Chamber of Commerce in regard to the late delivery of goods in China. It had been suggested that one month's grace should be allowed for late delivery but if over one month a penalty of five per cent. ad valorem should be exacted.

The Secretary reported that a Circular letter had been issued embodying the above to the piece goods firms and several replies had been received in favour of the proposal, but intimating that it hardly went far enough.

It was decided to form a Sub-Committee composed of representatives of some of the firms mostly interested to see whether some workable solution could not be arrived at.

THE METRIC SYSTEM.

A letter was read from the Decimal Association expressing thanks for the Chamber's donation to the Parliamentary Campaign Fund and gratification that the Hongkong Delegates at the forthcoming Congress of Chambers of Commerce would support the resolution favouring the adoption of a metric system of weights and measures throughout the Empire.

RHEUMATISM.

WHY suffer from this painful malady when one application of Chamberlain's Pain Balm gives relief? Hundreds of grateful people testify to the magical power of this remedy over rheumatism. For sale by all chemists and druggists.

CUSTOMS COMMISSIONER IN TROUBLE.

(From Our Correspondent.)

CANTON, June 28.

Commissioner Cheung, who has been in Charge of Customs affairs, was proceeding North when he was detained by the authorities on account of discrepancies having been found in his accounts. He is being detained pending investigation.

PEKING GOVERNMENT.

Asks For Money.

(From Our Correspondent.)

CANTON, June 28.

The Peking Government has sent repeated communications to Canton urging haste in the remittance of the share of money to be contributed by Canton for the use of the Educational and Police departments at Peking. But, owing to the existence of an empty treasury locally, the request has so far not been complied with.

A LAZY PARTNER.

In the Summary Jurisdiction of the Supreme Court this morning, before His Honour Mr. F. G. Wise, K. J. Gibson sued T. S. Morton for the recovery of \$1000. Mr. E. J. Grist represented the plaintiff and put in an affidavit showing that a summons to appear in Court had been served upon him outside the jurisdiction—at Tientsin.

Plaintiff stated that about January he entered into a contract with the defendant for the recovery of the "Tak Shan" and paid him \$1000 to commence the work. The work was to have commenced in June but the defendant ran away after receiving the money, leaving the work unfinished.

His Honour—Why did he run away? Witness—I think he was lazy. I found that he had done nothing to the wreck. Mr. Grist—He was a diver?

Witness—Yes, supposed to be. Witness continued that he had to do the work himself and had suffered damage to the extent of over \$1000. He did not think that he would be able to recover from the defendant but he would try.

Judgment was given for plaintiff, with costs.

THE "INDRAVELLI" MURDER.

Coolie Disappears.

A special court of criminal sessions was held at the Supreme Court this morning, the Chief Justice Sir Francis T. Pigott, presiding. The only case was that in which Tsang Ming, a returned South African coolie, was charged with the murder of one Ng Yung, on board the steamer "Indravelli," on the 18th instant.

The following jurors were sworn: Messrs G. W. Gegg, L. J. Bickham, J. S. Gubbay, G. Forsyth, R. B. Wood, M. Manuk and C. Haward.

The Attorney General, Sir Henry Berkeley conducted the case for the Crown, and Mr. E. J. Calhoun, instructed by Mr. P. W. Goldring, represented the accused. The Attorney General, in outlining the case, said that the prisoner was charged with the murder of a fellow coolie on board the steamer "Indravelli," on June 18.

Both deceased and the accused had been to work in the mines in South Africa and were returning by the "Indravelli." At about 1 o'clock on the morning of the 18th, while the vessel was between here and Singapore, some of the other coolies were awakened by cries of "save life," and on going to the spot from which the cries came the deceased was seen lying on the deck and the defendant was standing by his side and said that deceased was drunk and tried to push the other coolies away. One of the coolies was rather more cautious than the rest and got a candle to look round. He found some blood which rather frightened him and he went away to give information.

Amongst those who came was Mr. Whiting, coolie overseer, and he found the deceased was expiring and had two wounds over his heart. The prisoner was taken in custody and that morning an inquiry was held at which the prisoner made a statement admitting that it was he who stabbed the deceased but only after he had been struck and threatened with a knife. The knife used could not be found, although search was made for it. There was one curious feature regarding the affair—the disappearance of a coolie named Chin. He was on board on the previous day but could not be found after the deceased was stabbed.

The inference was that he had jumped overboard, but when it was not possible to say. The fact would be shown that the deceased tried to conceal the body with a blanket. After hearing the evidence it would be for the jury to say whether the charge should be reduced to manslaughter or not. Evidence was then called.

The jury after a short retirement, returned a verdict of manslaughter, at the same time strongly recommending the accused to mercy, as they were of opinion that the assault was committed under great provocation.

His Lordship, in sentencing the prisoner said he could not, of course, disregard the jury's recommendation, but, at the same time, it was for him to exercise discretion as regards the punishment he imposed. He therefore sentenced the accused to seven years' imprisonment with hard labour.

Tax Queen is the only woman in the country who is not amenable to the Married Woman's Property Act, and her creditors have no claim whatever upon the King in England.

VELVET waistcoats, either plain or embroidered will be worn this season, says the "Tailor and Cutter," in place of the fancy woven garments which have become so common of late.

LITERARY NOTES.

A new novel by Mrs. Philip Champlin de Orespigny, author of "From Behind the Arras," "The Mischief of a Glove," etc., is being added to Unwin's Colonial Library. It is entitled, "The Grey Domino," and it is a historical novel, the period in which it is cast being the reign of Henry of Navarre. Mrs. de Orespigny gives an admirable study of the great French king's personality, though the glimpses we get of him are so arranged that he does not overshadow the other characters of the story. The book is full of romance and adventure.

Mr. Unwin is publishing in his Colonial Library a new book by the Countess of Cromartie, whose novel "The Web of the East" will be remembered by many readers. The new book is called "Sons of the Milestone," and is a collection of dramatic stories of men of Celtic blood, in the times of the Druids, of the Danish invasion of Ireland, of Julian the Apostate, and in our own days.

Mr. Louis Becke's new story "The Adventures of a Supercargo" is about to appear in Unwin's Colonial Library. It is a picture of South Sea Island life and adventure, and teems with incident. Tom Denison, the supercargo, is a real person, as, indeed, are all the other characters who figure in the story. In this volume we are made to enter into his joys and sorrows as one of "the men who never were listed" but who have helped in this unrecognized way to make "Britain beyond the seas."

Mr. T. Fisher Unwin is publishing in his Colonial Library Lucas Cleve's new novel, "A Double Marriage." The story will be found to be markedly original in conception. A case of supposed bigamy forms its central point, and the reader is carried through a strange tangle of events which put the hero and heroine into an uncommon and curiously interesting situation, to a conclusion which satisfies the longings of them both.

CORRESPONDENCE.

THE AMOY COOLIE TRAFFIC.

(To the Editor of the "CHINA MAIL.")

Sir—I find an article in your paper with the heading, "Competition in Shipping." I wonder from whom your Correspondent got the most interesting information with which he furnished you. Being personally very much interested I can tell you that the greater part of his report to you is incorrect.

It is true that a Japanese Company will sooner or later take part in the emigration business, but that this fact has caused great excitement here is not so. Why should not the Japanese, just as well, have their share of it? The remark of your correspondent that the Japanese Company will only charge \$5 instead of \$7 or \$8 is ridiculous. There are, and never have, existed fixed rates for emigrants, the figure paid depends entirely:

1st, upon the season of the year.

2nd, upon the number of steamers at the same time in port for the purpose of taking coolies.

3rd, upon the speed of the steamer and its accommodation.

4th, whether the steamer goes direct from here to the Straits, or via Swatow or Hallow.

Further, to a great extent, rates depend upon the steamer itself, that means whether the same is a so-called, "Joss" ship or not. Also, the treatment on board and the "chow" given by the native comrade or the broker.

Regarding your Correspondent's remark that companies at present employing their steamers in the trade have to pay certain subsidies to interested parties in Amoy (I don't know who such can be), I have never heard of it unless he refers to a certain tax a steamer has to pay coming to Amoy with returning immigrants from the Straits, or Manila, Bangkok, Saigon, etc., charged by the Chinese authorities and collected by the Customs. This tax is a dollar per head, which the Captain has to collect on board before arrival at this port and then deliver it through his agent to the Commissioner of Customs.

The tax seems more or less to be a squeeze and is not in accordance with any treaty, but it does not interfere with coolies leaving, only concerns those coming back to the port. It is a tax supposed to pay for a so-called native harbour police to protect immigrants from being robbed by harbour thieves, boarding-house runners, sampan-men, etc. This police actually exists but if it does much good I cannot tell.

The sentence "the Japanese Consul is not going to recognize any squeezing whatever," sounds funny, as he certainly has nothing at all to do with the engaging of emigrants, which is the owners' or agents' business alone.—Yours, etc., A. B. C.

Amoy, June 22.

WHOOPIING COUGH.

THIS is a very dangerous disease unless properly treated. Statistics show that there are more deaths from it than from scarlet fever. All danger may be avoided, however, by giving Chamberlain's Cough Remedy. It liquefies the tough mucus, making it easier to expectorate, keeps the cough loose, and makes the paroxysms of coughing less frequent and less severe. It has been used in many epidemics of this disease with perfect success. For sale by all chemists and druggists.

SPORTING.

Water Polo.

A meeting of representatives of the various clubs interested in the annual Water Polo Shield Competition was held at the Victoria Recreation Club last evening. The club's representatives were the V. R. C., Royal Hongkong Yacht Club, Royal Engineers, 88th, 6th and 10th, and the Victoria Club. The first business was the election of a secretary and Mr. F. Lammer was unanimously elected to the position. It was decided that entries should close on July 14 for the Shield Competition and that due notice should be given to all the clubs likely to compete. The hope was expressed that the different clubs and regiments not represented at the meeting would enter teams for the competition.

THE V. R. C. FETE.

The annual V. R. C. aquatic fete will be held at the Club's enclosure on July 14, commencing at 4 o'clock. As usual the committee extends an invitation to the ladies of the Colony to be present, and hopes that they will grace the fete with their presence. The Royal West Kent's excellent band has been engaged for the occasion and there is every indication that the fete will be as successful as in former years. The programme includes a Team Race, Two Lengths Handicap, Egg and Spoon Race, and Water Polo match. Mr. F. Lammer, Hon. Secretary, assisted by members of the various committees, is hard at work perfecting all arrangements.

SOCIAL AND PERSONAL.

One of the most interesting presentations at the Majestic's First Court on the 25th May last, at Buckingham Palace, by the Countess of Crew, was that of Mrs. Walter Hepworth-Collins, eldest daughter of the late Hon. C. A. Dick-Melbourne, M.L.C., Solicitor of Rockhampton, Queensland; and a niece of His Honour Judge Miller. Mrs. Hepworth-Collins is a native of Rockhampton, and was a prominent member of Queensland Society some eight years ago and a belle of Brisbane. She married in England Mr. Walter Hepworth-Collins, A.M.I.O.E., A.M.I.M.E., A.M.I.E.E., F.C.S., F.G.S., etc., a talented Civil Engineer and scientific expert of high repute, and associated with several commercial enterprises controlled by Lord Armstrong, Colonel Sir Augustus FitzGeorge, Admiral Sir Adolphus Fitz-George, and others. Mrs. Hepworth-Collins' dress, which was specially designed and made in Paris, was of white mousseline-de-soie, trimmed with white silk Point-de-Paris lace and gold braid. The décolleté was cut in a square and trimmed with similar beautiful lace. A soft white satin waist belt was worn rather wide. The bodice had shoulder straps of gold braid, and short sleeves were formed of and draped with white silk chiffon and Point-de-Paris lace. The skirt was of mousseline-de-soie and was trimmed and draped at the bottom with wide white silk Point-de-Paris lace, and with alternate tufts of mousseline-de-soie and white silk Point-de-Paris. The Court train was of French satin brocade of a rich soft creamy shade, and was fastened to the shoulders with two small bunches of gold braid with Louis XV. bows of same. The train was lined with white silk and ruffled with white silk Point-de-Paris lace, and the lower part of the train was embroidered with large gold bows, Louis XV. style. Mrs. Hepworth-Collins wore a single stone diamond necklace, diamond ornament in front of the bodice, and diamond star in hair; and her bouquet was composed of pink roses with rose satin streamers on suite. Before her marriage Mrs. Hepworth-Collins resided for some years in Hongkong.

SHIPPING COMPETITION IN THE FAR EAST.

Statement by a N.Y.K. Official.

A representative of the Osaka Mainichi at Tokyo has had an interview with a leading official of the N.Y.K., who is reported to have made the following statement—"All the steamers chartered by the Government in connection with the war have now been returned to the Kaisha, with the exception of the 'Kobanagawa Maru' and four others. The European, American, and all other services have consequently been restored to the ante-bellum condition. In the Siam and Hankow services, which have been newly established in competition with the N.D.L. S.S. Company, the first trip has proved very successful. The Kaisha is at present making investigations as to the establishment of a Philippine service. With regard to the Shanghai line, the Kaisha is determined to maintain its competition with Messrs. Butterfield and Swire. The report that the German company, P. and O., and Orient-Pacific will start a joint Oriental service has not yet been confirmed. If, however, it should prove correct, the Kaisha will be quite ready to compete with the combined line."

It is stated in Japanese papers that the N. Y. K.'s Bangkok service is proving a success, despite the keen competition of the N. D. L. S. S. Co., which had a monopoly of the line before. The latter lowered the passenger fares but the Japanese company's first steamer was able to get a good number of passengers and freight at the first trip and proved very successful. The Kaisha is at present making investigations as to the establishment of a Philippine service. With regard to the Shanghai line, the Kaisha is determined to maintain its competition with Messrs. Butterfield and Swire. The report that the German company, P. and O., and Orient-Pacific will start a joint Oriental service has not yet been confirmed. If, however, it should prove correct, the Kaisha will be quite ready to compete with the combined line."

Pressure is highest over the Pacific to the S. of Japan.

Moderate S. and SE. winds are indicated in the Formosa Channel and the N. part of the China Sea.

Forecast—SE. winds; light; fair.

WEATHER REPORT.

The following notice is issued by Mr. Fig of the Hongkong Observatory:—

On the 29th at 11.50 a. The barometer has fallen generally.

The depression has moved NE. into N. Korea.

Pressure is highest over the Pacific to the S. of Japan.

Moderate S. and SE. winds are indicated in the Formosa Channel and the N. part of the China Sea.

Forecast—SE. winds; light; fair.

THE FAR EAST.

Points from the Press.

AN IMAGINATIVE CHINAMAN. At the time of the disturbance among the Chinese students in Tokyo the Viceroy of the Two Kiang sent to Japan a certain Mr. Ma, whose function was to conduct investigations and to report their result. Mr. Ma investigated duly, and discovered a very large mare's nest, an account of which he subsequently conveyed to the Viceroy. Count Okuma and Marquis Ito are the principal figures. The former is represented as having observed to the latter that a Residency-General having been established in Korea, the next step should be to establish one in China, and that, when the latter step was taken, no one could possibly be fitter for the post of Resident than he, Count Okuma. Mr. Ma further reported that at the time of the Nanchang and Kiangsi disturbances the Japanese journals in Tokyo contended that the control of the Chinese police ought to be placed in Japanese hands; and finally that Count Okuma is employing the Waseda University as an instrument for establishing relations with the Chinese literati, thus preparing for Japan to swallow up the Middle Kingdom. The *Hochi Shimbun*, from which we gather these details, observes that Mr. Ma's story is inexpressibly amusing, and we may add the comment that in the one instance where Mr. Ma deals with anything more solid than hearsay and hypothesis, namely, in his reference to the contents of Japanese journals, he errs on the side of falsehood, for the Tokyo press never advocated or even suggested the measure he attributes to them.—*Japan Daily Mail*.

THE RISING IN KOREA.

In the course of the past few weeks the disturbances in Korea have increased in importance from an apparently isolated and unimportant local rising to the dignity of a rebellion, and drastic measures against the disaffected in the peninsula are now being urged by the Japanese Press. The reports from various Residents show that piratical and other outrages are now of frequent occurrence in all parts of the country—in the interior and on the coast, both north and south—and to restore complete order will probably prove a difficult task, as the insurgents have now gone too far to submit. It seems clear that the rising is directed against the Japanese who are carrying on their trading operations freely and without restriction in all parts of the country, and according to reports from Seoul the principal demand of the insurgents is that Japanese trading should be confined to the Treaty ports. Up to the present the Japanese authorities have wisely refrained from any great show of military force in the attempt to suppress the disturbances in various parts of the country, and with the exception of the attack on Hongju have relied upon the gendarmes and police, representatives of the civil power.

It has been shown that Korea is being made the hunting ground of an undesirable class of Japanese, whom the Residency-General in the person of Marquis Ito has permitted to do as they please in the country, and to do so with impunity. Once out of their own country and imagining themselves beyond control, the Japanese of the lower classes are easily capable of earning a bad reputation, especially in their dealings with the Koreans, whom they doubtless imagine to be in the position of a conquered people. Too many incidents where Koreans have been badly treated have been reported since the war for the Japanese Press to be ignorant of at least one fruitful cause of trouble. All fair-minded people will distinguish between the Japanese governing classes in Korea and those who have invaded the country for no other purpose but to make money "anyway." There are now about 60,000 Japanese, good and bad, in a dozen different towns. These are the people it is desirable to bring under strict control.—*Japan Chronicle*.

JAPANESE COMMERCIAL MORALITY.

We learn from the *Japan Gazette* that the Tokyo Industrial Gazette for May contains an interesting, if rather belated, article on the sweeping strictures on Japanese commercial morality which were passed by Bishop Aday sometime ago. The defence, says our contemporary in the northern port, opens sensibly. "We do not believe it possible," the Review writes, "either to prove or condemn the commercial morality of a nation as a whole in such a sweeping manner as the Bishop has done. No community is wholly made of sages or wholly of blackguards. Nor can any isolated instances of dishonest transaction and fraudulent act be taken as representative of the commercial morality of a nation. Apart from more argument, Japan is carrying on a foreign trade amounting to 800 million yen and her clearing houses are transacting bills to the extent of 5,600 million yen a year. These commercial transactions cannot be effected by a nation with serious defects in probity." The article goes on to draw attention to the differing conceptions of morality held by Japanese and European peoples; it is claimed that Japanese morality has a social or national basis, while European morality is more individualistic. Incidentally, the naive remark is made that "even the women in the West are often the most enthusiastic adherents of individualism."

As for the Japanese woman, "the modern schools may teach her another doctrine of ethics. But once she becomes a wife she has to shelve all her new ideas taught at school and conform herself to the established notion of wife among the Japanese, if she does not care to be divorced for the reason that she is disaffected to her husband or does not 'agree' to family codes." It is claimed that Japanese soldiers and sailors enjoy no monopoly of "bushido"—that spirit animates business men also. A "peculiarity of the Japanese business men is that they carry on their business, not for money-making alone, but with a view to national prosperity."

"Wealth," it is asserted with unconscious wit, "is a by-product." Where "bushido" is, there will commercial morality be also; and here it is claimed that it is diffused among all classes of the nation. It is to be feared, the *Japan Gazette* remarks, that the following contention has a narrow compass: "This circumstance is not easy to grasp for foreigners. So it is not so morally, but a different morality, different from the individualistic morality of the West, that has given rise to the controversy as regards our commercial probity."

NEW CONNAUGHT HOTEL.

HIGH-CLASS HOTEL.

UNDER STRICTLY AMERICAN MANAGEMENT.

HOT AND COLD WATER THROUGHOUT.

TABLE D'HOTE. CUISINE EXCELLENT.

COMMODIOUS ROOMS WITH EVERY COMFORT.

For Terms, apply to

A. W. SLATON, Manager.

Hongkong, April 12, 1906. 700

ROBINSON PIANO COMPANY, LTD.

NEW PIANOS

\$70 Cash

AND 18 PAYMENTS OF \$20 EACH

or \$385 Cash.

GREAT STRENGTH AND SUPERIOR TO ANYTHING IN THE COLONY.

STEINWAY, BECHSTEIN,

BRAUSE, HAAKE,

HOPKINSON,

WINKELMAN

ON CORRESPONDING TERMS.

4240

BABY GRANDS AND PIANOLAS.

WEISMANN, LIMITED.

PURVEYORS TO HIS EXCELLENCY THE GOVERNOR OF HONGKONG.

BAKERS AND CONFECTIONERS.

REFRESHMENTS for

Shipping.

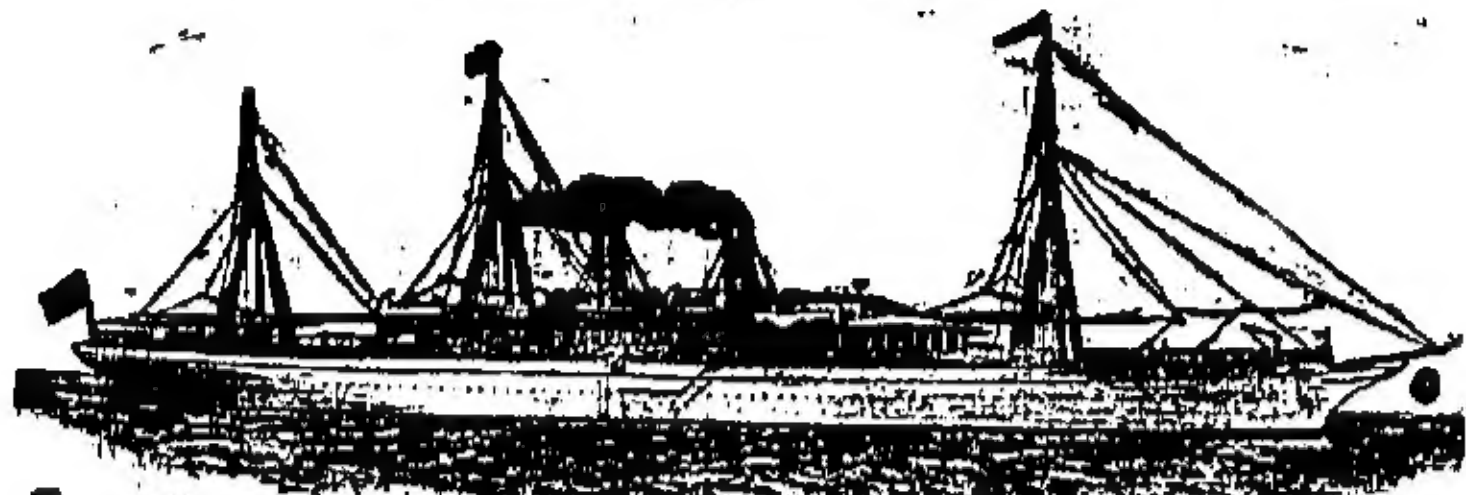
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

Will despatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	VESSEL	DATE	REMARKS
SPANISH	DEVANHA, 8000 tons	About 29th June	Freight and Passage.
LONDON, &c.	ARCADIA, 7000 tons	Noon, 30th June	See Special Advertisement.
LONDON & ANTWERP, Via S'pore, P'ang, Cebu, Port Said and Marseilles.	PESHAWUR, 8000 tons	About 4th July	Freight only.
YOKOHAMA, Via S'pore, P'ang, Cebu, Port Said and Marseilles.	NUBIA, 8000 tons	About 8th July	Freight and Passage.

P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.
The only Line that MAINTAINS a Regular Schedule of 12 Days across the Pacific to the 'EMERALD LINE'. Serves 3 to 7 Days Ocean Travel to DAYS—YOKOHAMA to VANCOUVER.

R.M.S.	PROPOSED SAILING	LEAVE HONGKONG	ARRIVE VANCOUVER
EMERALD OF JAPAN	6000 Tons	Wednesday, July 11	Aug. 1
EMERALD OF CHINA	6000 Tons	Wednesday, July 18	Aug. 11
EMERALD OF INDIA	6000 Tons	Wednesday, Aug. 1	Sept. 22

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

R.M.S. MONTAGUE, TARTAR and ATHENIAN Carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATE.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KAMAKURA MARU, Tons 6,126.	WEDNESDAY, 11th July, at Daylight.
	IYO MARU, Tons 6,330.	WEDNESDAY, 25th July, at Daylight.

DESTINATIONS.	STEAMERS.	SAILING DATE.
VICTORIA, B.C., AND SEATTLE, WASH., Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KUMANO MARU, Tons 5,076, Capt. Fraser.	FRIDAY, 18th July, at 4 p.m.
	YAWATA MARU, Tons 5,817, Capt. W. Townsend.	FRIDAY, 10th August, at 4 p.m.

DESTINATIONS.	STEAMERS.	SAILING DATE.
BOMBAY, Via SINGAPORE AND COLOMBO.	COLOMBO MARU, Tons 4,709.	TUESDAY, July 3, at Noon.
	BOMBAY MARU, Tons 4,626.	TUESDAY, 17th July, at Noon.

* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

MINNESOTA - DAKOTA

28,000 TONS
BETWEEN YOKOHAMA, KOBÉ, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'DAKOTA,' Captain E. FRANCE.	On SATURDAY, 21st JULY, at Noon.
'MINNESOTA,' Captain J. H. RINDER.	On FRIDAY, 7th SEPT., at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Alaskan Steamship Lines for all points in the Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA Agents.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN, AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	OSIRIS	30th June
GLASGOW AND LIVERPOOL	OSIRIS	2nd July
GLASGOW AND LIVERPOOL	ASTANAX	5th "
GLASGOW AND LIVERPOOL	ASTANAX	12th "
GLASGOW AND LIVERPOOL	PONTIFEROUS	12th "
GLASGOW AND LIVERPOOL	ACHILLES	19th "
GLASGOW AND LIVERPOOL	ACHILLES	26th "
GLASGOW AND LIVERPOOL	DICHER	2nd August
GLASGOW AND LIVERPOOL	TALENTUS	5th "
GLASGOW AND LIVERPOOL	TALENTUS	8th "
GLASGOW AND LIVERPOOL	CHING WO	8th "

HOMEWARDS.

FOR	STEAMERS	DATE
LONDON, AMSTERDAM & ANTWERP	JAK	3rd July
LONDON, AMSTERDAM & ANTWERP	PROTECTOR	10th "
LONDON, AMSTERDAM & ANTWERP	PATROUILLE	20th "
LONDON, AMSTERDAM & ANTWERP	PING SUEI	31st "
LONDON, AMSTERDAM & ANTWERP	OSIRIS	14th August
LONDON, AMSTERDAM & ANTWERP	ACHILLES	20th "
LONDON, AMSTERDAM & ANTWERP	ACHILLES	28th "
LONDON, AMSTERDAM & ANTWERP	ACHILLES	5th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO. AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	DATE
VICTORIA, SKATTLE, TACOMA, and OCEANA	OSIRIS	5th July
PACIFIC COAST PORTS, Via NAGA-SAKI, KOBÉ & YOKOHAMA	TELMACHUS	4th August

WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	TYDEUS	15th July
	TYDEUS	15th August

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
CHINKIANG	LUCHOW	1st July
SHANGHAI	SHANGHAI	1st July
SHANGHAI	KIUKIANG	3rd July
MANILA	TEAN	3rd July

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila Direct.	SATURDAY, 30th June, at 12 o'clock Noon.
RUBI	2540	R. Almond	Manila Direct.	7th July, at 12 o'clock Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

TO SAIL

S.S. ANGLO SAXONAbout 10th July, 1906.

S.S. JOHN HARDIEAbout 20th August, 1906.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

UNITED STATES & CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, via SUEZ CANAL.

THE Steamship INDRAMAMHA, Captain WILKES, will be despatched as above on or about SATURDAY, the 30th June next if sufficient indentment is offered.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, May 31, 1906. 1120

THE Steamship GLENESK, Captain J. RAFFERTY, will be despatched as above on or about TUESDAY, the 10th July.

For Freight and Passage, apply to Mcgregor Bros. & Co., Agents.

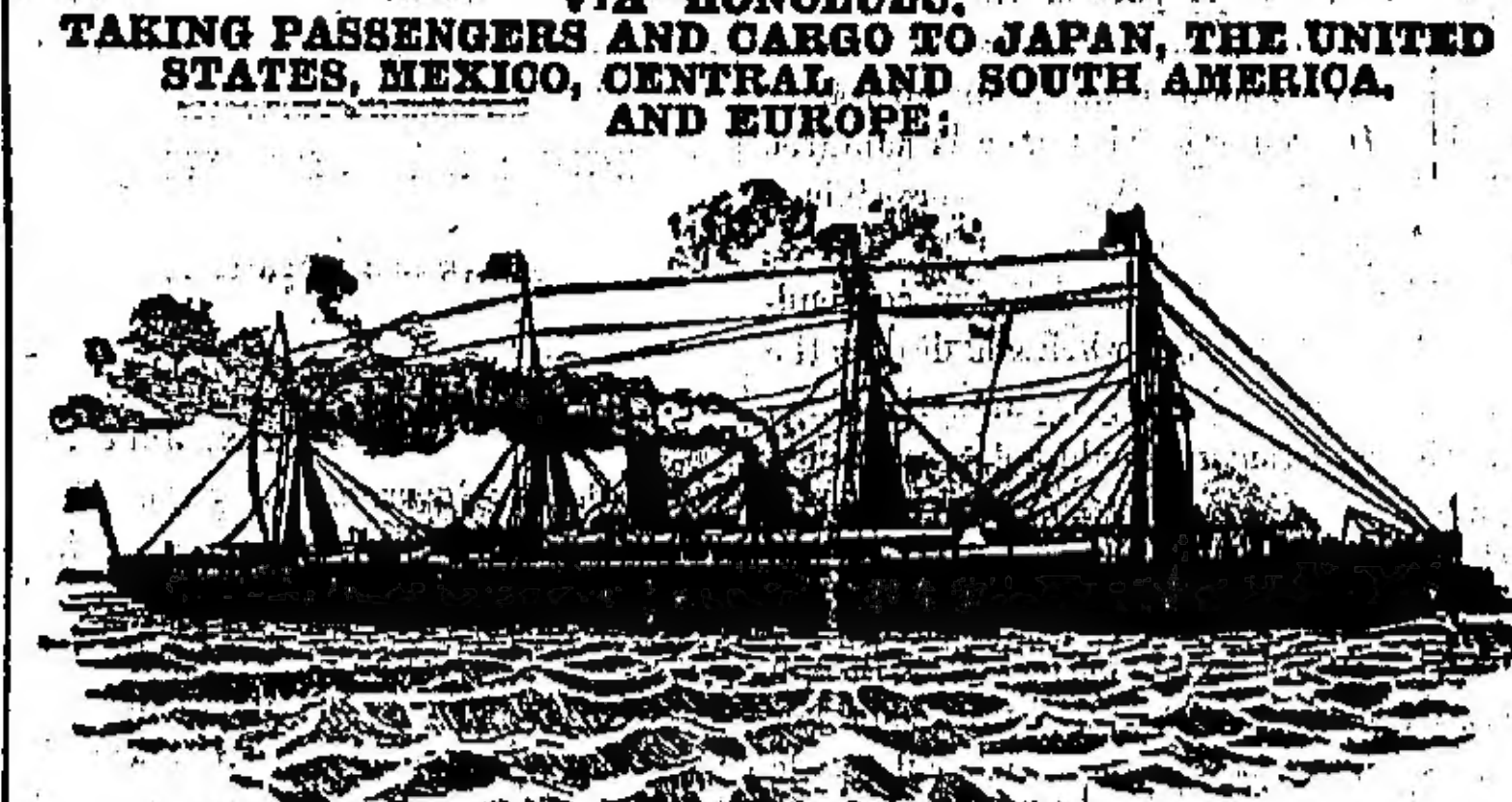
Hongkong, June 18, 1906. 1124

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	DATE	TIME
* MANCHURIA, 27,000 Gross Tons.	FRIDAY, 6th July, at Noon.	
* HONGKONG MARU, 11,000	TUESDAY, 17th July, at Noon.	
* KOREA, 9,000	TUESDAY, 24th July, at Noon.	
* COPTIC, 9,000	FRIDAY, 27th July, at Noon.	
* SIBERIA, 18,000	FRIDAY, 3rd Aug., at Noon.	
* AMERICA MARU, 11,000	FRIDAY, 3rd Aug., at Noon.	
* MONGOLIA, 27,000	TUESDAY, at Noon.	
* CHINA, 10,000	TUESDAY, at Noon.	
* NIPPON MARU, 11,000	TUESDAY, at Noon.	
* DORIC, 9,000	TUESDAY, at Noon.	

Yokohama to San Francisco, &c. KOREA, 18,000 tons. September 16-27th 1906; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu, &c. SIBERIA, 18,000 tons. August 16th-20th, 1906; 4 days, 19 hours.
San Francisco to Yokohama, &c. SIBERIA, calling at Midway Islands and Honolulu en route. August 16th-21st, 1906, 13 days, 13 hours.
Yokohama to San Francisco, &c. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906 10 days, 10 hours and 29 minutes.

THE P. M. Steamship MANCHURIA will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBÉ, YOKOHAMA and HONOLULU, on FRIDAY, the 6th July, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

RECORD FAST TRIPS.

Yokohama to San Francisco, &c. KOREA, 18,000 tons. September 16-27th 1906; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, &c. SIBERIA, 18,000 tons. August 16th-20th, 1906; 4 days, 19 hours.

San Francisco to Yokohama, &c. SIBERIA, calling at Midway Islands and Honolulu en route. August 16th-21st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, &c. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906 10 days, 10 hours and 29 minutes.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

RECORD FAST TRIPS.

Yokohama to San Francisco, &c. KOREA, 18,000 tons. September 16-27th 1906; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, &c. SIBERIA, 18,000 tons. August 16th-20th, 1906; 4 days, 19 hours.

San Francisco to Yokohama, &c. SIBERIA, calling at Midway Islands and Honolulu en route. August 16th-21st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, &c. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906 10 days, 10 hours and 29 minutes.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

RECORD FAST TRIPS.

Yokohama to San Francisco, &c. KOREA, 18,000 tons. September 16-27th 1906; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, &c. SIBERIA, 18,000 tons. August 16th-20th, 1906; 4 days, 19 hours.

San Francisco to Yokohama, &c. SIBERIA, calling at Midway Islands and Honolulu en route. August 16th-21st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, &c. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906 10 days, 10 hours and 29 minutes.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

RECORD FAST TRIPS.

Yokohama to San Francisco, &c. KOREA, 18,000 tons. September 16-27th 1906; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, &c. SIBERIA, 18,000 tons. August 16th-20th, 1906; 4 days, 19 hours.

San Francisco to Yokohama, &c. SIBERIA, calling at Midway Islands and Honolulu en route. August 16th-21st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, &c. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906 10 days, 10 hours and 29 minutes.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

RECORD FAST TRIPS.

Yokohama to San Francisco, &c. KOREA, 18,000 tons. September 16-27th 1906; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, &c. SIBERIA, 18,000 tons. August 16th-20th, 1906; 4 days, 19 hours.

San Francisco to Yokohama, &c. SIBERIA, calling at Midway Islands and Honolulu en route. August 16th-21st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, &c. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906 10 days, 10 hours and 29 minutes.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

RECORD FAST TRIPS.

Yokohama to San Francisco, &c. KOREA, 18,000 tons. September 16-27th 1906; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, &c. SIBERIA, 18,000 tons. August 16th-20th, 1906; 4 days, 19 hours.

San Francisco to Yokohama, &c. SIBERIA, calling at Midway Islands and Honolulu en route. August 16th-21st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, &c. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906 10 days, 10 hours and 29 minutes.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

Shipping.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, EGYPT AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, COCHIN, SINGAPORE, AND SOUTH AFRICAN PORTS.

THE Steamship ARADIA, Captain W. W. COOK, R.N., carrying the Mail, will be despatched from this office for MARSEILLES & LONDON DIRECT, on SATURDAY, the 30th June, at Noon, taking Passengers and Cargo for the above Ports.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, June 16, 1906. 1943

NIPPON YUSEN KAISHA.

HONGKONG, SWATOW, BANGKOK LINE.

FOR SWATOW AND BANGKOK.

THE Chartered Steamship CHILDA, Captain R. NICKOL, will be despatched as above on SATURDAY, the 30th June, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Prince's Building.

Hongkong, June 27, 1906. 1288

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MOI, YOKOHAMA AND KOBÉ.

THE Steamship EMPIRE, Captain S. J. GORDON, will be despatched as above on SATURDAY, the 30th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	Manila (Brindisi)	Portsmouth
Colombo		MARSEILLES & LONDON	3 days earlier	1 day later
* ARCADIA	July 30	MONGOLIA	July 29	Aug. 5
DETA	July 31	BRITANNIA	Aug. 18	Aug. 19
DEVANHA	Aug. 1	MOULTAN	Aug. 28	Sept. 2
MOLDAVIA	Aug. 11	MARMOHA	Sept. 9	Sept. 16
DELTA	Aug. 25	VICTORIA	Sept. 23	Sept. 30
DELTA	Sept. 2	MACDONALD	Oct. 7	Oct. 14
MALTA	Sept. 16	INDIA	Oct. 21	Oct. 28
DELTA	Oct. 6	MONGOLIA	Nov. 17	Nov. 24
DELTA	Oct. 20	BRITANNIA	Dec. 1	Dec. 8
DEVANHA	Nov. 3	MOULTAN	Dec. 15	Dec. 22
DELTA	Nov. 17			

* The 'Arcadia' and 'Oceana' proceed through, and take passengers for Man-
gates and London without transshipment.
Passengers change steamers at Colombo, and those for Brindisi transfer also to
the Express Mail Steamer at Port Said.
Arrangement in the connecting steamer from Colombo is arranged in Hongkong
at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
HONGKONG	LONDON	
* JAPAN	July 18	Sept. 1
* SARDINIA	Aug. 1	Sept. 17
* NUBIA	Aug. 15	Oct. 1
* SUNDI	Aug. 29	Oct. 15
* JAVIA	Sept. 12	Oct. 29
* MANILA	Sept. 26	Nov. 9
* NILE	Oct. 10	Nov. 23
* PALAWAN	Oct. 24	Dec. 7
* SUMATRA	Nov. 7	Dec. 20
* SARDINIA	Nov. 21	Jan. 4
* NAMUE	Dec. 5	Jan. 18
* BORNEO	Dec. 19	Mar. 2

These Steamers call also at Singapore, Penang, Colombo, and at Malta or
Marseilles.
* Carry only First Saloon Passengers.
* Carry 1st and 2nd Saloon Passengers.
For Passage, Apply to

E. A. HEWETT,
Superintendent.

HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

HOMELINE.

OUTWARD.

Steamers	Destination	To Sail
ALBIA	YOKOHAMA & KOBE	3rd July
SPERZA	SHANGHAI, YOKOHAMA & KOBE	18th July
SAMBIA	SHANGHAI, YOKOHAMA & KOBE	26th July
SAXONIA	SHANGHAI, YOKOHAMA & KOBE	26th July

HOMELINE.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COVENTRY, LONDON, OXFORD, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE
LYANT; BLACK SEA and Baltic Ports; NORTH and SOUTH AMERICAN PORTS).

Steamers	Destination	To Sail
* RHENANIA	NAPLES, HAVRE, ANTWERP, BREMEN & HAMBURG	10th July
SCHWARZBURG	via Singapore, Penang & Colombo	24th July
ALBIA	HAVRE & HAMBURG	7th Aug.
SPERZA	via Singapore, Penang & Colombo	21st Aug.
SAMBIA	HAVRE & HAMBURG	4th Sept.
SAXONIA	NAPLES, HAVRE & HAMBURG	4th Sept.

* RHENANIA Capt. von HOFF.

* This steamer, specially built for the tropics, has splendid accommodation for
First-class Passengers. Very large, well ventilated cabins, each provided with two
beds (no bunk); sofa, table, two wardrobes, two washstands, electric fans, etc., large
elegantly furnished saloons, smoking room, etc.
The steamer is lighted through by electricity, and carries Doctor and Stewardess.
The 'RHENANIA' is to run regular from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. 'HANSRUDE', s.s. 'HOLSTENAUER', 'SIBERIA' and 'SCANDIA'.

COAST SERVICE.

Steamers	Destination	To Sail
AMERBA	SINGAPORE AND CALCUTTA	4th July
DAPHNE	NAGASAKI AND VLADIVO- STOCK	End of July
LYDIA	SHANGHAI AND CHINKIANG	5th July
JTHAKA	SHANGHAI AND CHINKIANG	To follow
KOWLOON	SHANGHAI AND CHINKIANG	To follow

For Steamers of the Coast Service

ranked to

SIEMSEN & CO.

HAMBURG AMERIKA LINIE.

HONGKONG OFFICE: 313

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

THE CO.'S S.S.	For	Leave
FRITHJOF	FOOCHOW, VIA SWATOW AND AMOY	SATURDAY, June 30, a.m.
JOSHIN MARU	TAMUI, VIA SWATOW AND AMOY	SUNDAY, July 1, at 10 a.m.
* KAKISHI MARU	SHANGHAI, VIA SWATOW, AMOY AND FOOCHOW	TUESDAY, 3rd July, a.m.
MAIDZURU MARU	ANPIN, VIA SWATOW, AND AMOY	WEDNESDAY, 11th July, a.m.

These Steamers have excellent accommodation for First-class Passengers and
are fitted throughout with Electric Lights. Unrivaled Table.
* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch
Office, at 22, Queen's Road, Hongkong.

T. ARIMA, Manager.

Shipping.

IMPERIAL
GERMAN
MAIL
LINES.

NORDDEUTSCHER LLOYD—BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID,
NAPLES, GENOA, ANTWERP, BREMEN/HAMBURGSTEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND
PASSENGERS AND LOGGERS.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH
AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
ZIETEN	WEDNESDAY, 4th July
ROON	WEDNESDAY, 11th July
SEYDLITZ	WEDNESDAY, 18th July
BAYERN	WEDNESDAY, 1st August
PRINZ REGENT LUITFOLD	WEDNESDAY, 15th August
PRINZ FRIEDRICH SACHSEN	WEDNESDAY, 22nd August
PRINZ HEINRICH	WEDNESDAY, 29th August
ONEISENAU	WEDNESDAY, 5th Sept.
PRINZ LUDWIG	WEDNESDAY, 12th Oct.

ON WEDNESDAY, the 4th day of July, 1906, at Noon, the Steamship ZIETEN,
Captain V. Binner, with MAILED, PASSENGERS, SPECIE and CARGO, will
leave this Port as above, calling at Naples and Genoa.Shipping Orders will be granted till Noon, on Monday, the 2nd July, Cargo
and Specie will be received till Noon, on Tuesday, the 3rd July.
Parcels will be received at the Agency's Office until Noon, on Tuesday, the 3rd
July.Contents of Packages are required. No Parcel Receipts will be signed for less than
\$2.50, and Parcels should not exceed 100 lbs. net weight.
The Steamer has splendid accommodation and carries a Doctor and Stewardess.
Lines can be washed on board.

RATES OF PASSAGE MONEY FROM

HONGKONG	1st Class	2nd Class	3rd Class
To Naples, Genoa and Gibraltar	\$81.0 0.0	\$43.0 0.0	\$23.0 0.0
Return	\$91.0 0.0	\$53.0 0.0	\$31.0 0.0
To Southampton, London, Bre- men and Hamburg	\$65.0 0.0	\$44.0 0.0	\$24.0 0.0
Return	\$75.0 0.0	\$54.0 0.0	\$34.0 0.0
To New York, via Suez, via Naples, Genoa or Gibraltar	\$64.0 0.0	\$44.0 0.0	\$24.0 0.0
Return	\$118.0 0.0	\$78.0 0.0	\$48.0 0.0
To Bremen or Southampton	\$123.0 0.0	\$83.0 0.0	\$49.0 0.0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or
Gibraltar and travelling to Bremen or Southampton overland, the same rates to
be applied as via Naples, Genoa or Gibraltar, but in this case the cost of
the railway trip, etc., to be at passenger's expense.

TOBE VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co.
from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore
to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is
however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L.
Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using
an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,
BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—

STEAMERS	SAILING DATES
PRINZ SIGISMUND	TUESDAY, 24th July, 1906
WILHELM	TUESDAY, 21st Aug.
PRINZ WALDEMAR	TUESDAY, 18th Sept.

ON TUESDAY, the 24th day of July, at Noon, the Steamship PRINZ SIGIS-
MUND, Captain Lenz, with Mails, Passengers, and Cargo, will leave this port
as above.The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class	2nd Class	3rd Class
To MANILA	\$80.00	\$40.00
To NEW GUINEA	\$28.00	\$14.00
To BRISBANE	\$29.00	\$14.00
To SYDNEY	\$29.00	\$14.00
To MELBOURNE	\$29.00	\$14.00
To YOKOHAMA	\$29.00	\$14.00
To KOBÉ	\$29.00	\$14.00
To YOKOHAMA & KOBÉ	\$50.00	\$25.00
To KOBÉ & HONGKONG	\$140.00	\$70.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG

To Europe via Australia and Colombo by Imperial
Mail Steamer

To Europe via Australia and America

(from Australia to New York via Vancouver by the C. P. R. Co.'s steamers
and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	WEDNESDAY, July 4
Do	WEDNESDAY, July 18
YOKOHAMA & KOBÉ	WEDNESDAY, July 4

* Reaching Yokohama in less than 8 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG,

via Vancouver or San Francisco to NEW YORK by the C. P. R. Co.'s steamers,
P. M. S. S. Co., O. & O. S. S. Co., T. R. E. K. and from NEW YORK
to Europe by the Magnificent Express steamers of the Norddeutscher Lloyd are
issued at the following rates:-

1st Class	2nd Class	3rd Class
to London via Plymouth or Southampton	\$82.0 0.0	\$42.0 0.0
to Bremen	\$83.0 0.0	\$43.0 0.0
to Paris via Orléans	\$85.0 0.0	\$45.0 0.0
to Naples, Genoa, via Gibraltar	\$86.0 0.0	\$46.0 0.0

For further Particulars, apply to

Norddeutscher Lloyd.

MELOHRS & CO., Agents.

WEEKLY NEWS
FOR HOME.

The Overland China Mail

Published to suit the Departure
of each English and Foreign
Mail Steamer to Europe

Full Reports

AND ALL THE LATEST INTELLIGENCE

(Commercial, Shipping, etc.)

\$17 per Annum (including Postage)

* CHINA MAIL OFFICE

5, WYNDHAM STREET HONGKONG.

THE
HONGKONG
DOCK.

A Record of the Founding
and Development of the
Hongkong and Whampoa
Dock Co., Limited.

Reprinted from the 'CHINA MAIL'

Price

To be had at the 'China Mail Office'

6 Wyndham Street

AN INVENTIVE GENIUS.

A big Transatlantic liner was proceeding
through a dense fog in the Banks of New-
foundland, when suddenly the loud squeal-
ing of a pig was heard right ahead.

A few minutes later the ocean liner, hav-
ing passed the pig, ran close alongside a small
vessel of a Norwegian barque, upon
whose deck two men were holding a pig
aloft by the ears.

By the noise the animal was making it
was quite evident that it did not enjoy its
position.

The barque's master shouted in broken
English, inquiring why the steamer came
so close.

The captain of the liner, retorted by
wanting to know why in thunder he did not
blow his fogs horn.

At this the former replied, to the amu-
sement of all on board:
"Me got no fogs horn. Me lose him; so
me use de pig."

TEST OF CURIOSITY.

At Eaton-hall in the days of the old
Duke of Westminster there stood on the
mantelpiece of the principal guest-chamber
a clock of somewhat remarkable design.
Underneath hung a card, bearing the
legend, "Please do not touch me." This
room was set apart for bachelor visitors
especially. An eminent politician to whom
this room had been allotted asked
one evening at dinner the reason for the
prohibitory injunction. The Duke
replied:-

"I have often contended with my wife
that women are more curious than men.
To satisfy me of the contrary fact she has
placed the clock, to which you refer, in the
bachelor's room with the notice affixed to
it. The result has been that every man, with
one notable exception, who has occupied
the room, has asked me the reason of the
notice."

"And who," inquired the visitor, "who
may I ask, was the notable exception?"

"Mr. Fawcett, the Postmaster-General,"
was the reply, "but, then, poor man, he
was blind."

Mrs. A. (pointedly): "None but the
brave, Mr. B., deserve the fair." Mr. B.:
"None but the brave can live with some
of them."

"According to the witnesses," said the
magistrate, "the man called you vile
names, and you paid no attention to him
but when he spoke to the monkey you
picked up a brick and knocked him
down?" "Yes," replied the crown
prosecutor, "He told me to look like
one!"

Shipping.

UNITED STATES OF CHINA-JAPAN
LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

CAPTAIN WILSON, will be despatched as
above on or about SATURDAY, the 30th
June.

For Freight, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong June 21, 1906. 1284

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR

SAIGON, SINGAPORE, BATA-

VIA COLOMBO, AUSTRALIA,

ADEN, EGYPT, MA-

SEILLES, LONDON.

HAVRE, BORDAUX, MEDITERRANEE
AND BLACK SEA PORTS.

THE Steamship

TOURANE

CAPTAIN GRAND, will be despatched for
MARSEILLES on TUESDAY, the 10th
July, 1906, at 7 P.M.

Passage Tickets and through Bills of
Lading issued for above ports, and for
Australia with transshipment at
Colombo.

Cargo also loaded for principal places in
Europe.

Next sailings will be as follows: July, 24, 1906,
S.S. TOKIN; Aug. 7, 1906,
S.S. ARMAND; Aug. 21, 1906,
S.S. FAVORIT; Sept. 4, 1906,
S.S. CALÉDONIEN; Sept. 18, 1906,
S.S. POLYTAINE.

G. DE CHAMPEAUX,
Agent.

Hongkong, June 27, 1906. 1297

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

Via PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

Proposed sailings from Hongkong.

STEAMERS

To SAN, 1906.

LOWTHER CASTLE, About 29th July.

For Freight and further information,
Apply to

DODWELL & CO., LTD.,
Agents.

THE ORIENTAL PACIFIC LINE.

FOR YOKOHAMA AND SAN
FRANCISCO.

THE Steamship

DAKOTAH

will be despatched for the above ports on
or about FRIDAY, the 10th of August.

For freight and further particulars, apply
to

SHEWAN TOMES & CO.,
Agents.

Hongkong, June 28, 1906. 1302

NOTICES TO CONSIGNEES.

STEAMER TONKIN.

COMPAGNIE DES MESSAGERIES
MARITIMES.

(CONSIGNEES of Cargo from London
or S. S. 'Gloria' and 'Mado'; from
HAVRE ex S. S. 'Mado', in connection
with above Steamer, are hereby informed
that their Goods, with the exception
of Opium, Treasure and Valuables, are
being landed and stored at their risks
into the warehouse and extra haz-
ardous Godowns of the Hongkong & Kow-
loon Wharf and Godown Company, Ltd.,
at Kowloon, whence delivery may be ob-
tained immediately after landing.

Optional Cargo will be forwarded on
unless intimation is received from the Con-
signee before 2 P.M., To-day, requesting
it to be landed here.

Bills of Lading will be countersigned by
the Undersigned, and Goods remaining
unclaimed after WEDNESDAY, the 4th
July, at Noon, will be subject to rent and
landing charges.

All claims must be sent in to me on or
before the 4th July, or they will not be
recognized.

All damaged packages will be examined
on WEDNESDAY, the 4th July, at 3 P.M.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, June 27, 1906. 1296

NOTICE TO CONSIGNEES.

GLEN LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO'
LONDON, COLOMBO & STRAITS.

THE Company's Steamship Glenlyon,
having arrived from the above ports,
Consignees of Cargo by her are hereby in-
formed that their Goods are being landed at
their risk into the Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
Limited, at Kowloon, where each consig-
ment will be sorted by mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

ANARCHIST LEFT A FORTUNE.

Abandons His Beliefs.

Paris, May 22.
By a curious turn of fortune a wheel an avowed Anarchist and an enemy of property in any shape or form has become heir to considerable wealth.

The individual in question is a blacksmith, named Charles Crumy. For months he had been living the life of a vagrant in Paris. During a police raid about the Paris markets one morning last week, Crumy was captured, with a number of suspicious characters. In his pocket were found drawings of bombs and formulae for the manufacture of explosives.

The news of the arrest of the blacksmith and met the eye of a lawyer, who for weeks had been seeking the whereabouts of Crumy, to tell him that a fortune had been bequeathed him. Now that Crumy has means, he is to be released from prison, and he says that his views of economic questions have already undergone a radical change.

GEN. BEYERS AND LIBERALS.

Outspoken Criticism.

Johannesburg, May 23.
General Beyers, whose outspoken and hostile criticism of the Imperial Government has often brought him into conflict with the other Boer leaders, has again publicly stated that he is disgusted with the South African policy of the Cabinet.

The Boer general says he is thoroughly convinced that no justice will be done to the Boer people as long as the Imperial element predominates in the Colonial Office.

Addressing Het Volk, in the Pietersburg (Transvaal) district, General Beyers said:

"Do not forget that the majority of the British Liberals approved the Chamberlain-Milner policy before and during the war. They made no effort to protest against this policy until Chinese labour was introduced. And even the Chinese labour question was left to them indifferent, but for the opportunity to use this question as an election cry. As soon as the election question is settled, British Liberals will lose all interest in South African affairs. Liberals always promise when they are in Opposition. When they are in power they do nothing. Meanwhile we must continue to advance and work out our own salvation. Above all, we must continue to fight for our national existence. Remember the old Transvaal motto, 'Unity is strength.'"

LIVER DISORDER FOLLOWS.

Fever.

Ceylon Journalist's Vivid Story of Suffering.

He Tells How Cure Came at Last Through Dr. Williams' Pink Pills.

MR. WACE DE NIESE of the Ceylon Standard, one of the most popular young journalists in Ceylon, and his articles and reports on local and sporting matters are read and enjoyed by hundreds throughout the length and breadth of the island.

Yet there was a time when Mr. De Niese lost all interest in sport and in most other things, a time when life seemed a misery instead of a joy. "Some years ago I contracted Malaria Fever badly," he explained. "The result was a general breakdown in my health. I became deadly pale in colour. My appetite disappeared completely and I could not bear the sight of food. In time my skin turned yellow, just as if I had jaundice. My sight became dim. I could not see anything plainly before me. If I picked up a paper to read it seemed as if there were stars and bright spots floating before my eyes and the print. My blood became impure and watery. Altogether I was wretchedly bad."



Mr. Wace de Niese, Colombo (from Photo by F. Sken & Co.)

"The awkwardness of my miserable condition was aggravated by the fact that I could not obtain suitable medicine at the place where I was living at the time. One day I changed to read something about Dr. Williams' Pink Pills for Pale People. It seemed to me that perhaps these Pills might prove helpful and so I gave them a trial. I have no hesitation in saying that good results became manifest almost at once. This was so satisfactory that I went on taking Dr. Williams' Pink Pills and as I continued to take them my health continued to improve until finally I found myself quite restored to health. The only other medicine I took at this time was quinine, and probably this helped to drive the Fever out of my system, but I am convinced that the medicine which built me up, which brought back my appetite, cured the glandular and restored my blood to a healthy state was Dr. Williams' Pink Pills. With pleasure I give permission for the publication of what I have said, for the information of others who may be now suffering as I did."

That Dr. Williams' Pink Pills for Pale People are not only the ill effects produced by Malaria Fever but also Malaria itself has been proved over and over again by the grateful testimony of past sufferers from this dreadful malarial. It is by their powerful health-giving, strengthening action through the blood that these Pills restore the body to health, that they have earned their world-wide reputation as the remedy for Liver Complaint, Indigestion, Kidney Disorders, Bile, Headaches, Rheumatism, Paralysis, Beriberi, Scrofula, Boils, Pimples, and Skin Eruptions generally. Consumption in its earlier stages and the after-effects of Fevers, Dysentery, Influenza, and Cholera. To ladies from youth to middle-age they have an especial value. Men broken down by overwork or other causes are speedily restored to their normal state. Obtainable at most shops where medicines are sold, these Pills can also be had, post free, 6 bottles, for \$2/- or 1 bottle for \$1.50 direct from the Dr. Williams' Medicine Co., Singapore.

To-day's Advertisements.

CURTIS BROS & CO'S GAMING MACHINERY ARRIVED HONGKONG PER S.S. ESANG.

FROM CHEFOO, 21st JULY, 1906, CONSIGNED TO MESSRS E. H. MURRAY & CO.

NOTICE IS HEREBY GIVEN that the above Cargo at present lying undischarged in the Godown of the Undersigned, will be sold by Public Auction by Messrs J. J. HUGHES & HUGHES, at their AUCTION ROOM, in Ice House Street, at 11 a.m., on FRIDAY, 13th JULY, 1906, unless the same are previously taken delivery of by Consignees, and the charges incurred paid.

JARDINE, MATHESON & Co., General Managers, Indo China S. N. Co., Ltd. Hongkong, June 29, 1906. 1308

ZETLAND LODGE. No. 625, E.O.

A REGULAR MEETING OF ZETLAND LODGE will be held at the ZETLAND LODGE on MONDAY, the 2nd JULY, at 8.30 for 9 a.m. tea. Visiting Brethren are cordially invited to attend.

Hongkong, June 29, 1906. 1309

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell for Account of the Consignor, at his Sales Rooms, No. 2, Zealand Street, on

MONDAY,

the 2nd JULY, 1906, at 11 a.m.,

One ROBERTSON'S HAMMOC.

One BURTON'S PLANO.

One HOBSON'S PLANO.

One GOOD VIOLIN.

Three IRON SCAVES.

One WASHING MACHINE, One WRITING MACHINE, Several DOUGLAS AND SINGLES BEDSTEADS, ICE BOXES and sundry other FURNITURE; Also

60 DOZ. OLD SHERBET.

30 DOZ. MADRERA and CLARET, etc., etc.

TERMS:—As usual.

F. KIENE, Auctioneer.

Hongkong, June 29, 1906. 1308

TO LET.

AT CHEAP RENTAL.

TWO ROOMS, specially suitable for a Consulting Engineer, on the Second Floor of No. 8, DES VOEUX ROAD CENTRAL, ready for occupation from the 1st day of July next.

Apply L. M. ALVARES & CO., 8, Des Voeux Road Central. Hongkong June 29, 1906. 1307

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY & FOOCOW.

THE Company's Steamship HAIHONG, Captain A. E. HONG, will be despatched on the above ports on TUESDAY, the 3rd JULY, at 2 p.m.

For Freight or Passage, apply to DOUGLAS, LAURIE & Co., General Managers. Hongkong, June 29, 1906. 1311

BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP LYRA.

FROM SEATTLE, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd., Agents. Hongkong, June 29, 1906. 1310

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship LATANG, having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. MONDAY, the 2nd JULY, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers. Hongkong, June 29, 1906. 1306

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DEVAHA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and instructions can be obtained as soon as the Goods are landed.

This Vessel brings Cargo:—From LONDON, &c. ex S.S. Mooltan.

From PERSIAN GULF, ex S.S. B.L.S.N. and B.P.S.N. Co's steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 5th JULY, at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damages Packages must be left by the Consignees for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be entertained after the Goods have left the Godown.

E. A. HEWITT, Superintendent. Hongkong, June 29, 1906. 1304

SHIPPING.

ARRIVALS.

June 28.

Lataing, British str., 3,460, P. M. B. Lake, Calcutta June 13, and Straits 23.

General:—JARDINE, MATHESON & Co., Agents.

E-sang, British str., 1,127, L. A. Muir, Newchwang, via Chefoo and Weihaiwei June 21, General:—JARDINE, MATHESON & Co.

Chow Tai, German steamer, 1,115, W. Moller, Bangkok June 20, Rio. BOTTENBERG & SWIN.

Heini, Norwegian str., 767, A. Erikson, Bangkok June 21, Rice:—YVES FAY HONG.

Chingching, British steamer, 1,266, S. J. Payne, Tientsin June 21, General:—JARDINE, MATHESON & Co.

Atsuyori, British str., 2,681, Barnet, Major June 22, Coal:—DODWELL & Co., Ltd.

Deusaka, British steamer, 4,785, T. H. Hide, Bombay June 12, and Singapore 24, Mails and General:—P. & O. S. N. Co.

Tan, British str., 1,348, Somerville, Manila June 28, Hemp:—BOTTENBERG & SWIN.

Lyra, American steamer, 3,616, George V. Williams, Seattle and Manila June 26, General:—DODWELL & Co., Ltd.

Empire, British steamer, 2,813, St. John George, Melbourne May 25, and Manila June 26, General:—GLEN, LIVINGSTON & Co.

Hongkong, French str., 742, A. Suzzoni, Haiphong and Huihow June 28, General:—R. MARY.

Arctica, Russian steamer, 2,903, Galin, Vladivostok June 17, Ballast:—MELCHERS & Co.

Toshan, British str., 1,121, J. T. Laing, Shanghai June 24, General:—BRADLEY & Co.

Chiyuen, Chinese str., from Canton.

DEPARTURES.

June 28.

Tientsin, for Bangkok.

June 29.

Cairo, for Bangkok.

Kiukiang, for Canton.

Glentworth, for Shanghai.

Deusaka, for Shanghai.

Zongrang, for Manila.

E-sang, for Canton.

Apuranga, for Huihow.

CLEARED.

Arctica, for Europe, &c.

Deusaka, for Shanghai.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

Edens, for Swatow.

STEAMERS PASSED SUEZ CANAL.

(SUTTLER THROUGH ROUTE).

Swatow, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.

Beneld, Den of Mainz, May 8; Jan. 11.